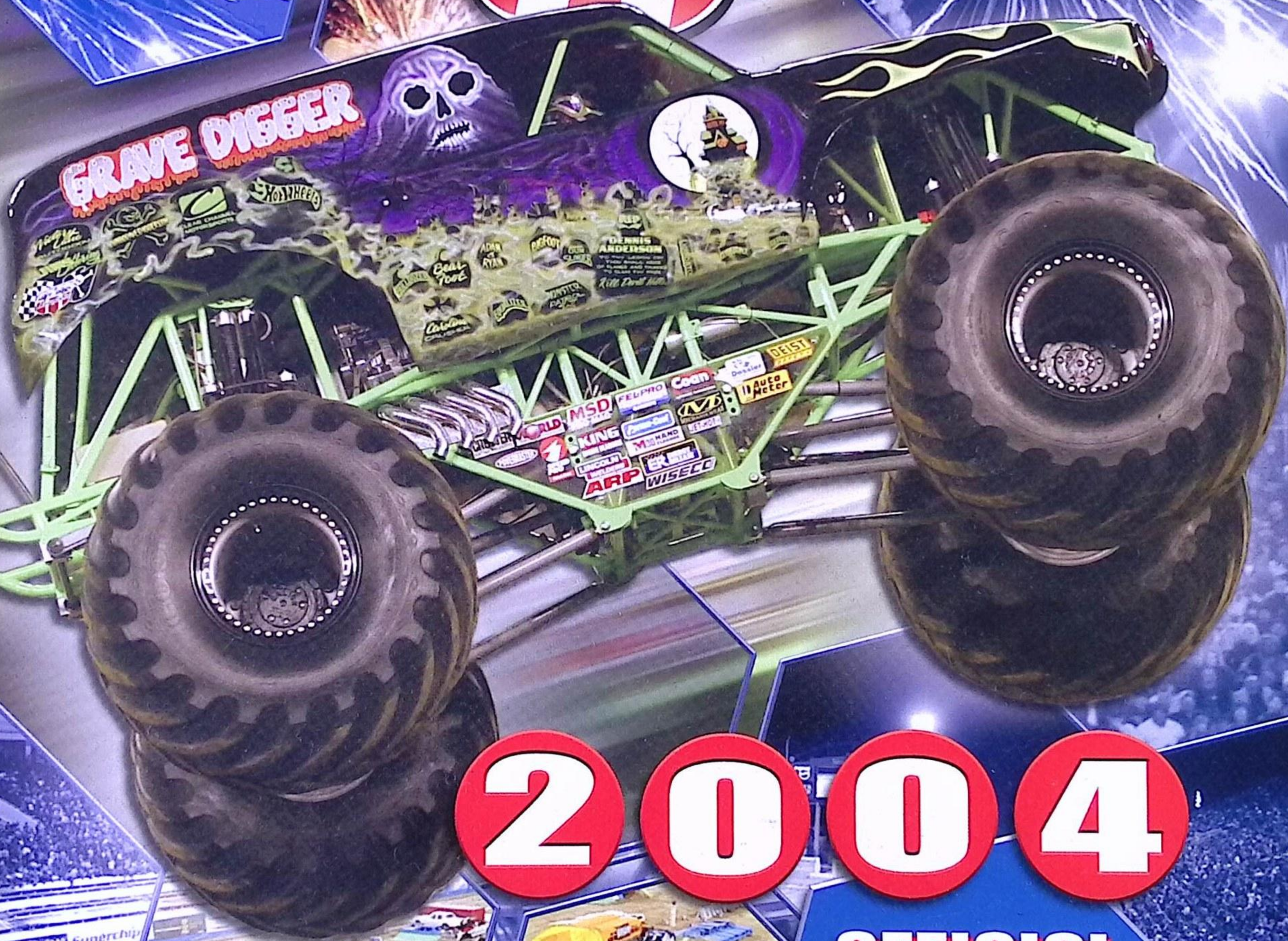
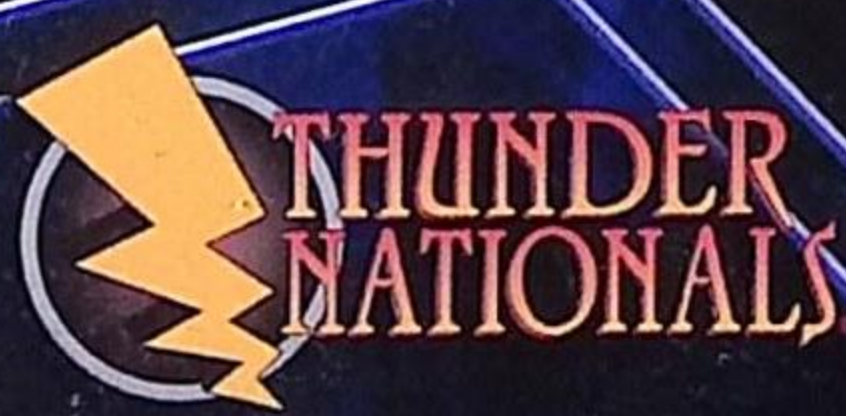




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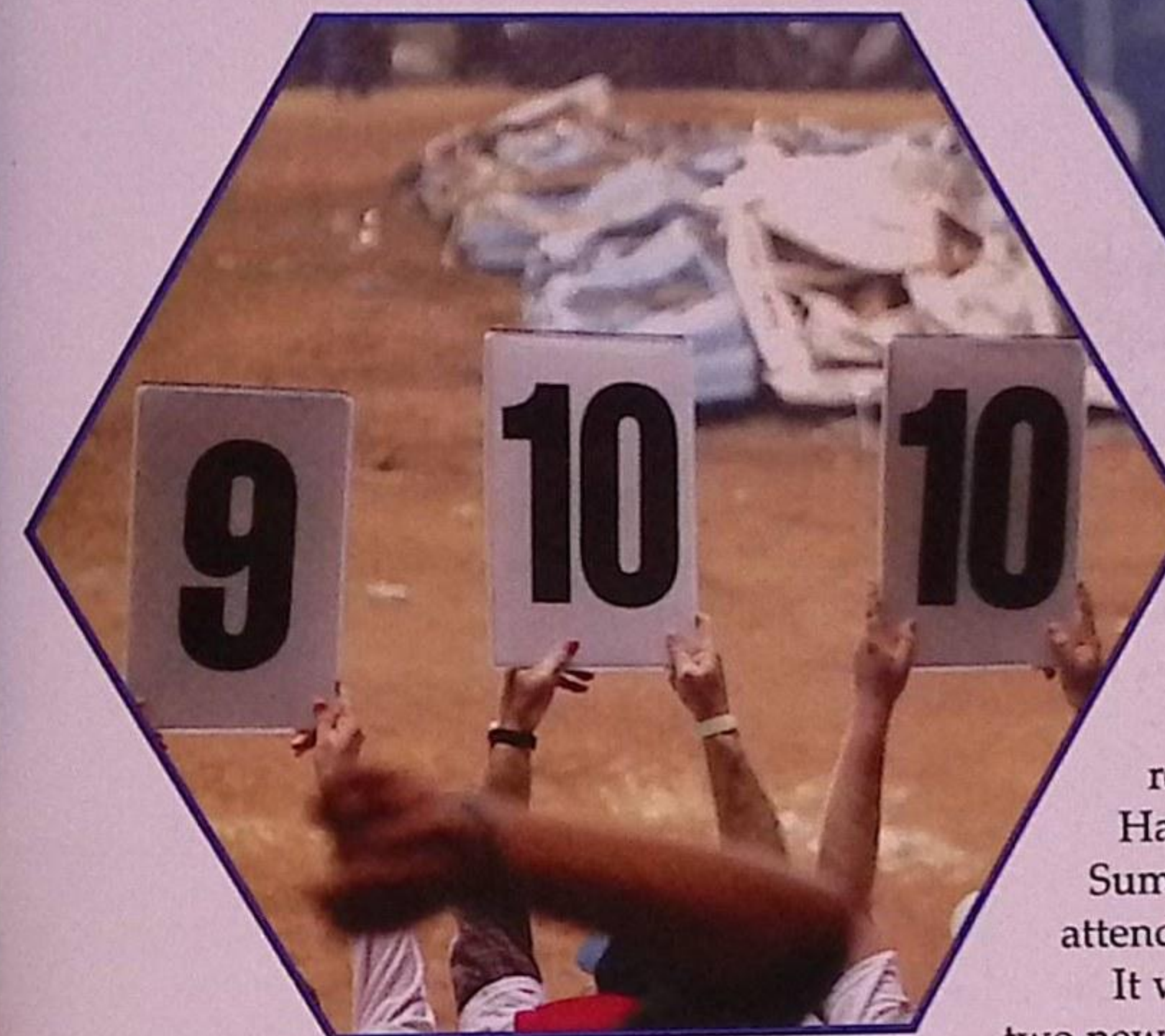
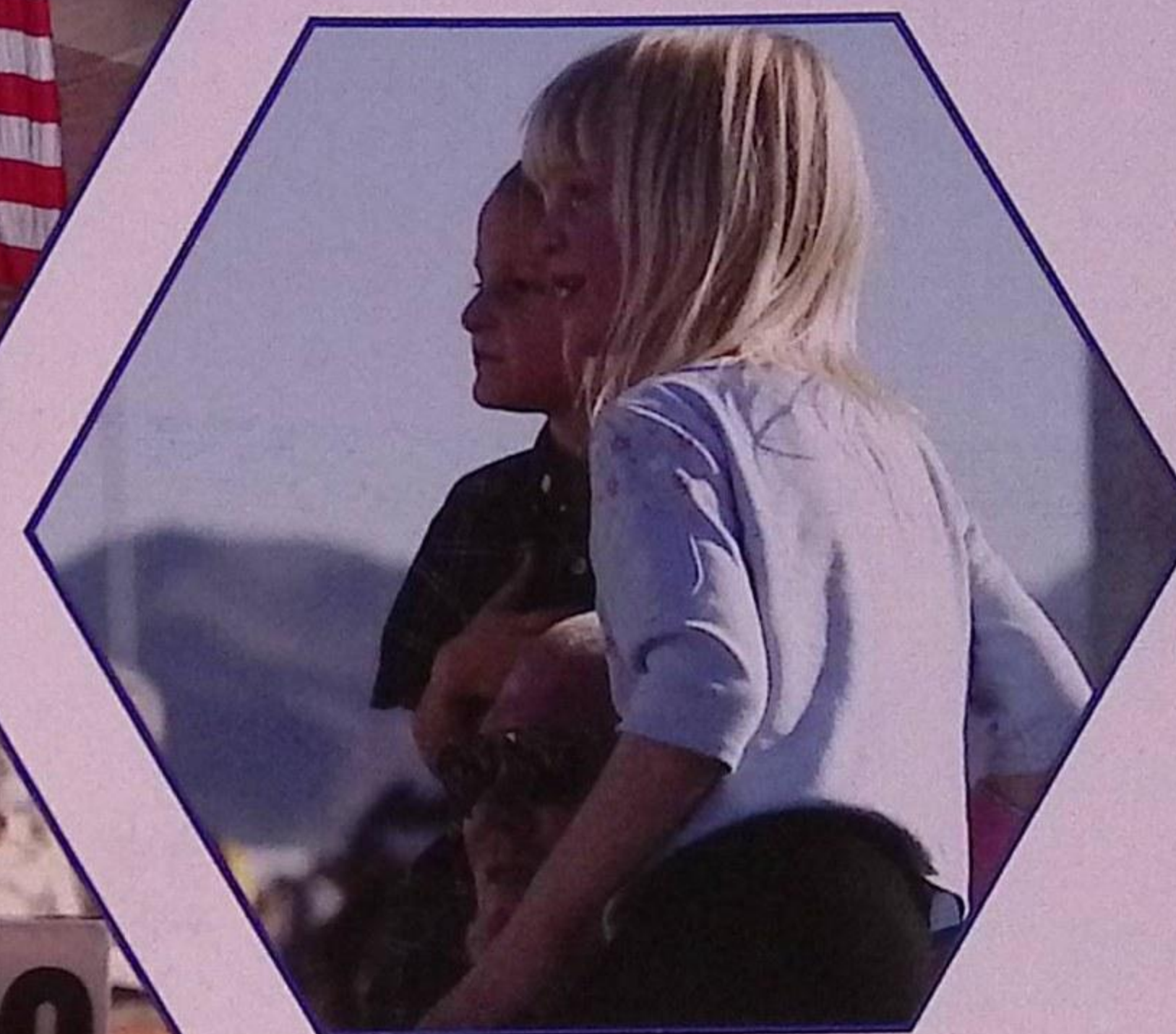
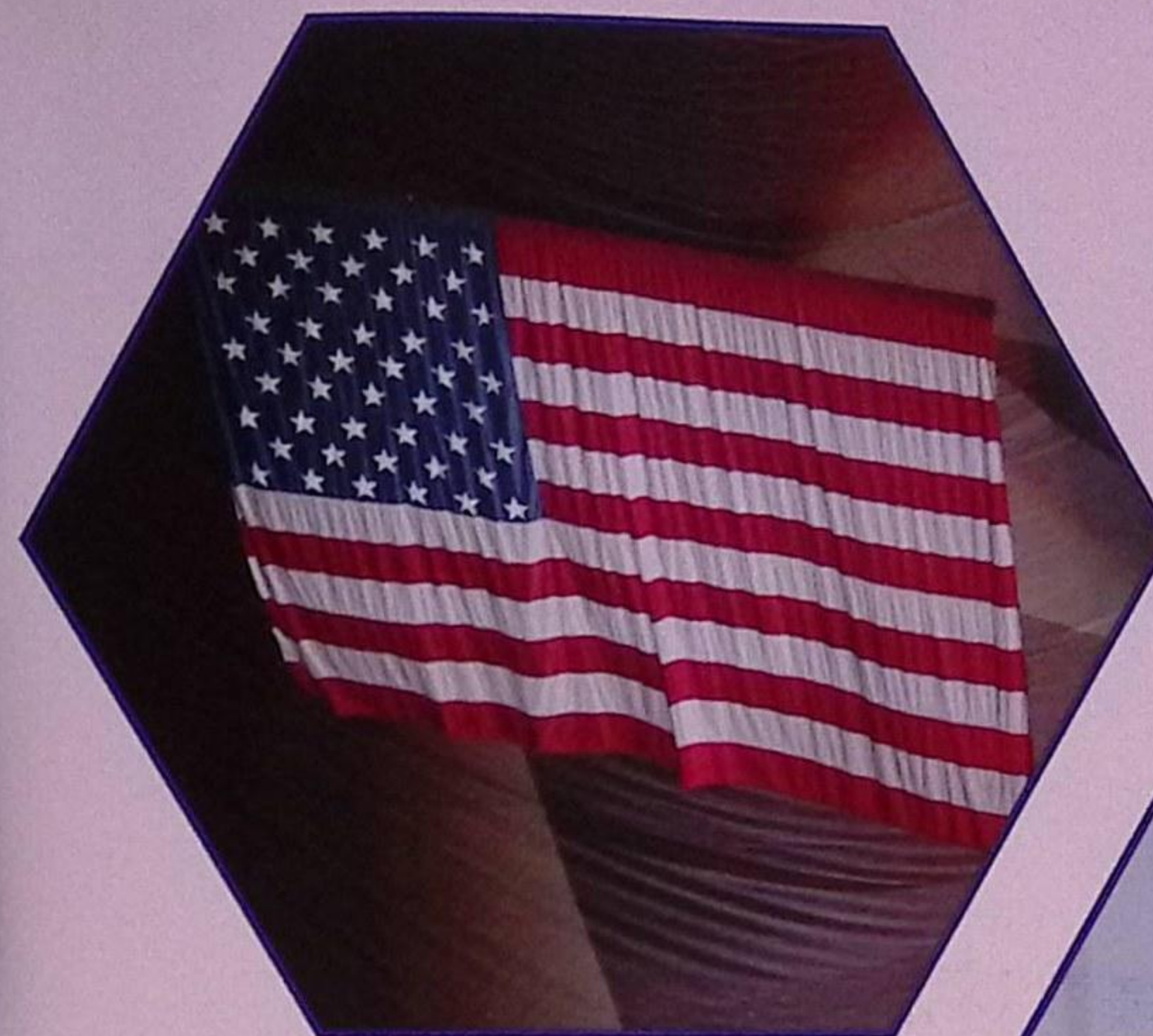


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2003 saw us expand our reach as the leader in the world of monster truck racing and freestyle as we added over 20 new cities to our list of regular tour stops. Visiting places like Dodge City, KS, Cedar Rapids, IA, Hartford, OH and Halifax, Nova Scotia for the first time with our new Summer Heat series allowed us to reach fans that may have never been able to attend a show before. You can read more about these shows on page 46.

It was also an exciting weekend at the 2003 World Finals where not one, but two new champions were crowned as Brian Barthel driving Wolverine and Jim Koehler behind the wheel of Avenger took the racing and freestyle crowns respectively. A feature on Koehler starts on page 16 and a photo collage including Barthel is on pages 34-35.

So what can you expect this year? Pure excitement. Whether you are sitting in the stands in an arena or stadium, or in the grandstands at your local speedway or fairgrounds, we promise that you will go home with memories of a great show and stories to tell your friends and family. Big jumps, wheelies, doughnuts, thrills and chills; you're sure to get a mix of all of that at today's show.

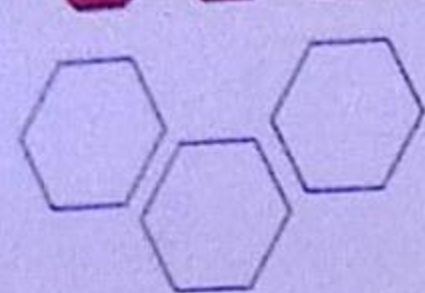
The entertainers in front of you can see and hear you despite the roar of the engines, so get on your feet and cheer them on. Let them know what you want to see. Tell them that you appreciate the effort that they put in day in and day out. Don't forget to meet them up close and personal at the post-show autograph session. The announcer will give you all the details during the show.

Our goal at each and every show is to bring you the best entertainment value for your dollar. We hope that we've attained that goal today and that you will return year after year. Nothing tells us we've done our job more than a mass of cheering fans and smiles on the kids' faces. We invite you to sit down, strap in and get ready for the ride.

ENJOY THE SHOW!

From the drivers and the entire staff at the USHRA and Clear Channel Entertainment - Motor Sports

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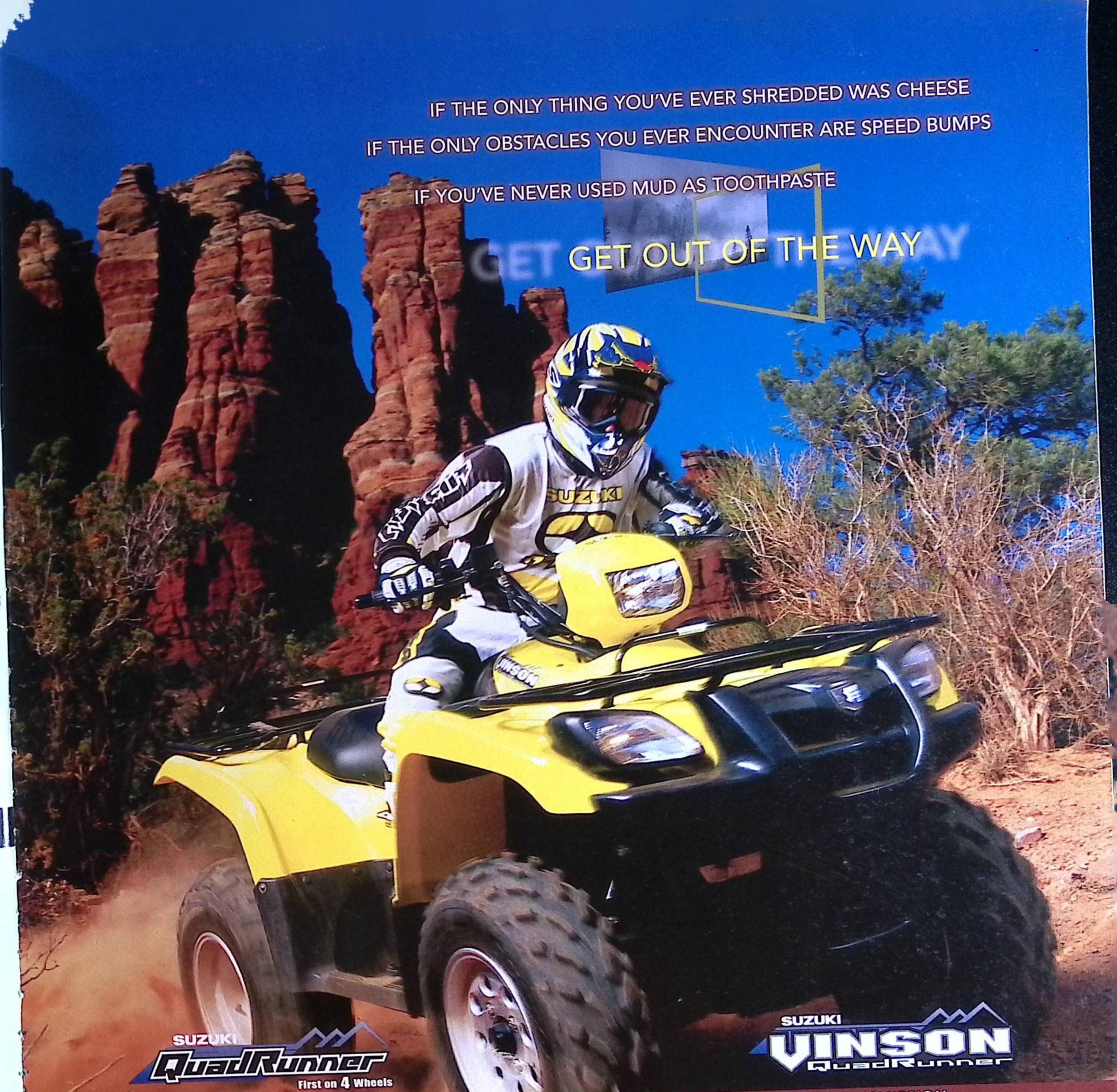
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Carl Van Horn was just as surprised as the fans when he drove Blacksmith into this freestyle obstacle during last year's Monster Jam World Finals. The "slot machine" erupted, filling the Vegas sky with balloons!





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The 2003 Monster Jam World Finals'
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Las Vegas desert photo
the day before they battled
in Sam Boyd Stadium.

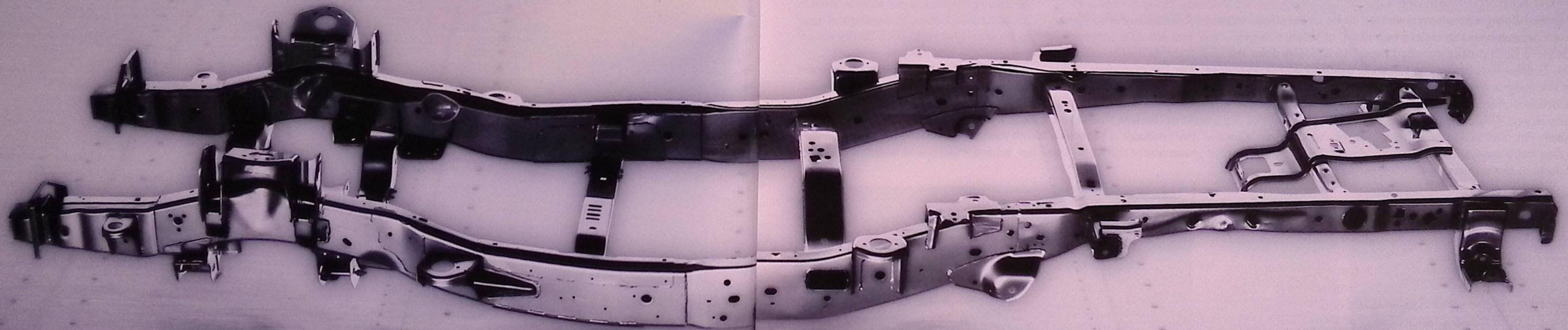
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And the Winner is ...



By Mark Crouse

The USHRA awards banquet in Las Vegas honored the best of 2003

Every year the elite in the world of monster trucks converge on Las Vegas for the World Finals, a highly anticipated and attended event for more than 37,000 fans and 16 monster truck teams. What most of the fans don't know, is that the following night the annual awards banquet is held to recognize the best of the best in a variety of categories. The winners from the previous night of competition are recognized, as well as drivers and individual performances from the past year.

For those of you who always wanted to be in the room when the 64-team NCAA basketball field is picked, or when the jury deliberates in a high profile criminal case, the USHRA delivers the goods. For the first time ever, we were granted access to the minds of the judges who determined the winners in categories such as Rookie of the Year, Best Save of the Year, and Most Improved Driver. While the identities of the judges remain confidential, you will read what their thoughts were when determining the winners from this past season. So without further adieu ... the winners are:

Pro Quad Champion

Winner: Dana Creech

An exception to the rule of judges, Creech continued his winning ways during the 2003 season and won the points title to claim his first ever Pro Quads crown. Creech is no stranger to Pro Quad racing, sanctioned by Formula USA. Finishing second last year and fifth in 2001, he perfected his technique to earn the #1 plate in 2003. He won three out of five events, but gained a lot of points by finishing high in heats and main events.

While not judged, the panel still had some thoughts on Creech. "He's a dedicated guy and has done this for a long time. It's good for him to be the champion," said the senior judge on the panel. Another judge added that he is hands-down, "the best quad freestyler" out there.

Thunder Body Champion

Winner: Obsession / Chris Boulet

Another champion that was crowned based on performance, rather than by panel, proving that he had what it took to show up each week and take care of business. "He won every single

race—hands-down THE fastest. Untouchable. There wasn't anybody who even came close," said one judge with close ties to the category.

Boulet is no stranger to the USHRA podium as he was the Thunder Body Champion three years ago in 2000. He took break from Thunder Bodies and went to race on asphalt tracks, as opposed to racing in sand at the USHRA events. His return was punctuated with an exclamation point, stating: "I'm Back!"

Rookie of the Year

Winner: [TIE] George Balhan (Spider-Man) and Rick Raab (American Guardian)

For the purposes of this award, a rookie is someone in their first full season. They may have made an appearance here or there in the past, but this was their first year in a seat of their own.

The fact that it was a tie is a tribute to all the candidates. The judges said "This was a tough award. It was one of the hardest. It was really difficult." And one added, "There are so many



Scott Hartsock

variables to consider that made it really difficult." One judge described the award succinctly: "It's about being the consummate rookie, not just how you perform." Professionalism, public relations, performance. All are factors when determining a successful driver in the entertainment business. Being able to master each of those areas in your first year is a tribute to your desire to be in the sport.

"These guys went out of their way to bring new energy and enthusiasm to the driver ranks." Balhan made his mark in Columbus, OH, the first week of January by winning the racing title his first night out. His only other Monster Truck experience was driving during an

experience event the year before. Coming out of the ranks of Quad Wars (another element of USHRA shows), "He had the look, the attitude and the desire" to move up to the next level, according to one judge.

Extreme Air Award

Winner: Scott Hartsock (Gun Slinger)

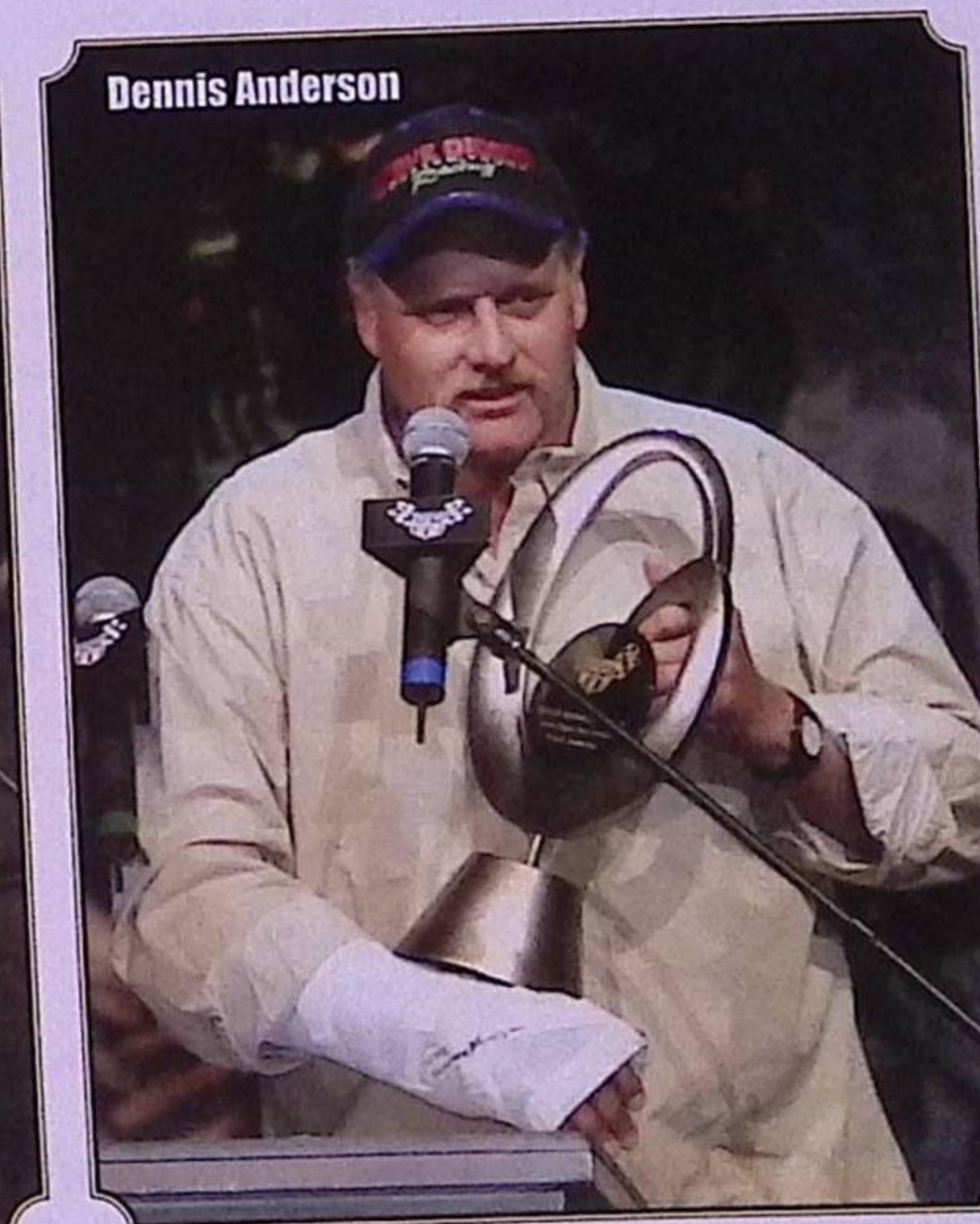
When considering awards (with the exception of the Las Vegas event winners), the season that we talk about isn't the calendar year season, but a season that runs from the week of Las Vegas to that same week the next year (for example March 18, 2002 to March 17, 2003). This quirk in the timing is what allowed Scott Hartsock to run away with this award in



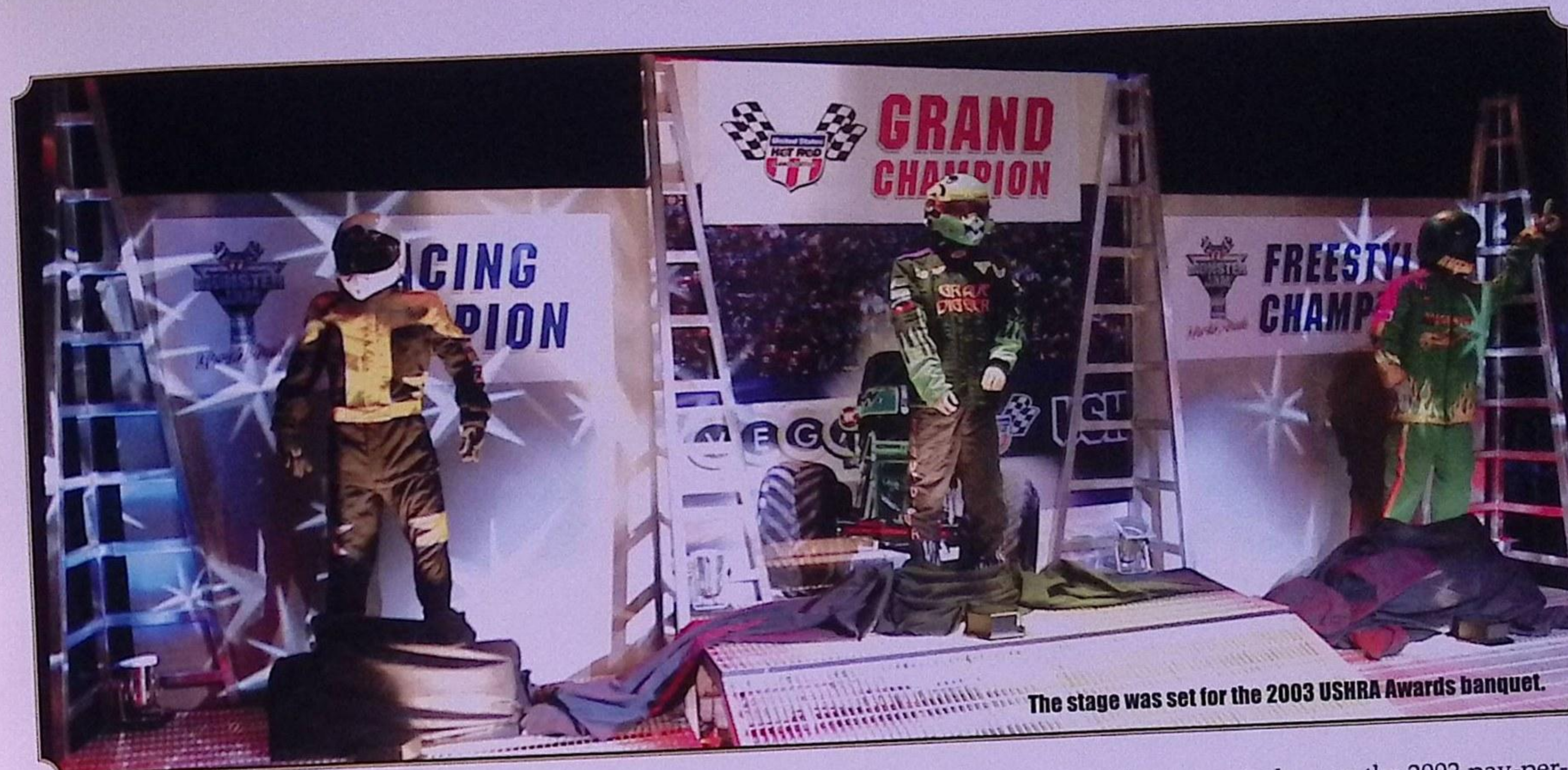
Dana Creech



George Balhan



Dennis Anderson



The stage was set for the 2003 USHRA Awards banquet.

2003. For any who saw the 2002 pay-per-view, or were there in the seats of Sam Boyd Stadium, there was no question who won this category.

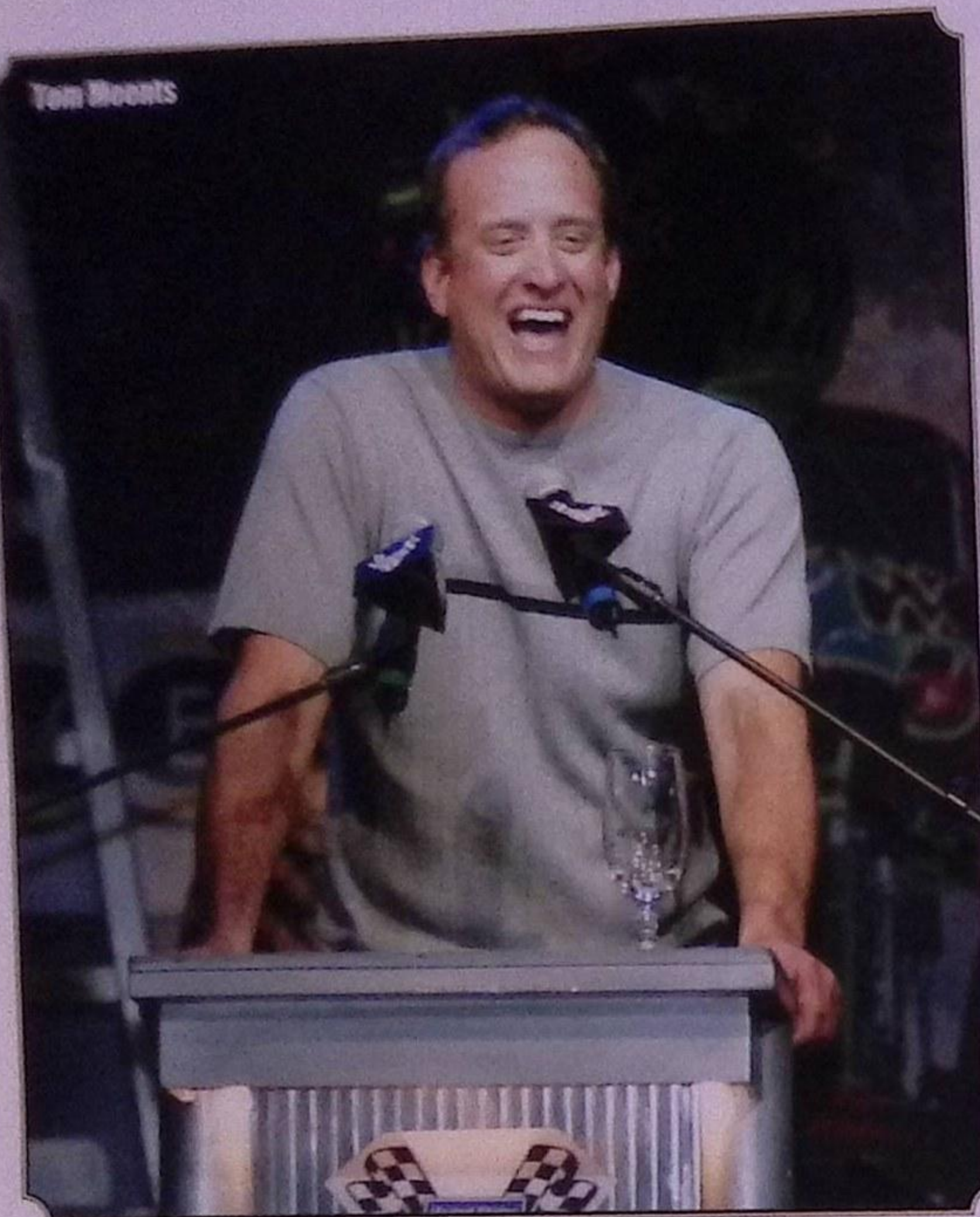
"The amount of space that he had under that truck was absolutely incredible," said one astonished judge. "It was such an incredible jump, we had to give it to him."

There was nothing else to say, you just have to see it for yourself.

Crash Madness Award

Winner: Grave Digger in New Orleans

Awarded to the one crash that stood out amongst all the rest, this incident was also nominated in the Extreme Air category. "It was just viscous," said one judge. "He



went into a dumpster and crushed his roll cage." Neil Elliot was a close second place when he turned his Maximum Destruction truck into a lawn dart at the same New Orleans show.

Best Save of the Year

Winner: Neil Elliot in Houston (Maximum Destruction)

"This was a hard one and had the most controversy among the judging panel," commented one judge who was quickly backed by the others. "We each actually had our own favorites for the winner in this category and had to enlist a second panel of judges to break the tie." "They all seemed pretty equal," another judge commented, "And even at the awards banquet, looking at the video showing the nominees, it was clearly the most difficult decision."

Team of the Year

Winner: Racesource Race Team

The Racesource team, made up primarily of Paul (Pablo) and Tina Huffaker, were given the nod in this category. One judge quickly noted, "This was another tough choice. I think there are a lot of great teams out there that we didn't put on this list that could be nominated too. Pablo and Tina and their crew are a first class operation." "This is from the hauler to the truck to the appearance. Timeliness, cleanliness, professionalism, how they perform – the whole picture," said a second judge. A third judge said, "If you said you needed someone at a display to show a big sponsor what monster truck racing is and what it's all about, there isn't one team on this list that you would be afraid to send to show how professional our sport is." Which summed up the stiff competition in this category.

Most Improved

Winner: [TIE] Dave Rappach (Rap Attack) and David Smith (King Krunch)

One of the USHRA's goals is to grow both drivers and teams,



and to grow in front of the fans. Improving your image and performance are the top factors that go into this award.

"Rappach really gained a new understanding of what the entertainment factor of our business is. Everything that he could have improved upon, he did. From the fans, to performance, every aspect of his operation improved," glowed one judge.

"Smith is getting to be a wild card (in competitions). He built a whole new truck (showing commitment to performing better) and if you need someone to do early morning media or PR, he's there and the first one to volunteer. Between his performance and character, he's come a long way," said another judge. "A great example of his dedication is this past season in Beaumont, TX. He blew the motor in his new truck at the show. He drove all night back home (Houston) to get his old truck, made repairs on the old truck and brought it back to Beaumont for the next show," added another judge. "That's a classic example to show why he deserves this award."

Best Freestyle of the Year

Winner: Tom Meents (Maximum Destruction) – Indianapolis

"Since we are all at different shows throughout the year," said one judge, "we think about all the good freestyles that we saw. Then when it comes time to start picking the nominees, we go back to the tapes to view them again, and sometimes they aren't quite as good as we remember them." "They are so much better live," added another judge. "Tom's effort in Indy was just incredible. He used all his time, hit all the obstacles. We looked at the freestyle judging criteria and it's who we felt hit all the areas at that one particular performance," one judge summed up.

Sportsman of the Year

Winner: Rick Disharoon (Backdraft)

The Sportsman of the Year criteria includes doing the PR and going the extra mile for the fans. "If you're having a bad day you still put a smile on for the fans. They don't know what you've got

going on but you're able to turn it up to make their experience the best," noted one judge. "How you handle yourself – interviews, pushing your merchandise – are all factors"

Disharoon had a particularly rough year, especially at one show in New Hampshire. He was having truck troubles and couldn't bring the truck out for opening ceremonies. He got the truck fixed, but he still made sure the fans were having a good time, despite the backstage problems. "He's a consummate professional and his never-say-die attitude made him an easy choice," Said one judge. Another judge was quick to mention that "All the people who were nominated have that too, but above all else, since the guy started, he's been near the top in this respect."

2003 World Racing Champion

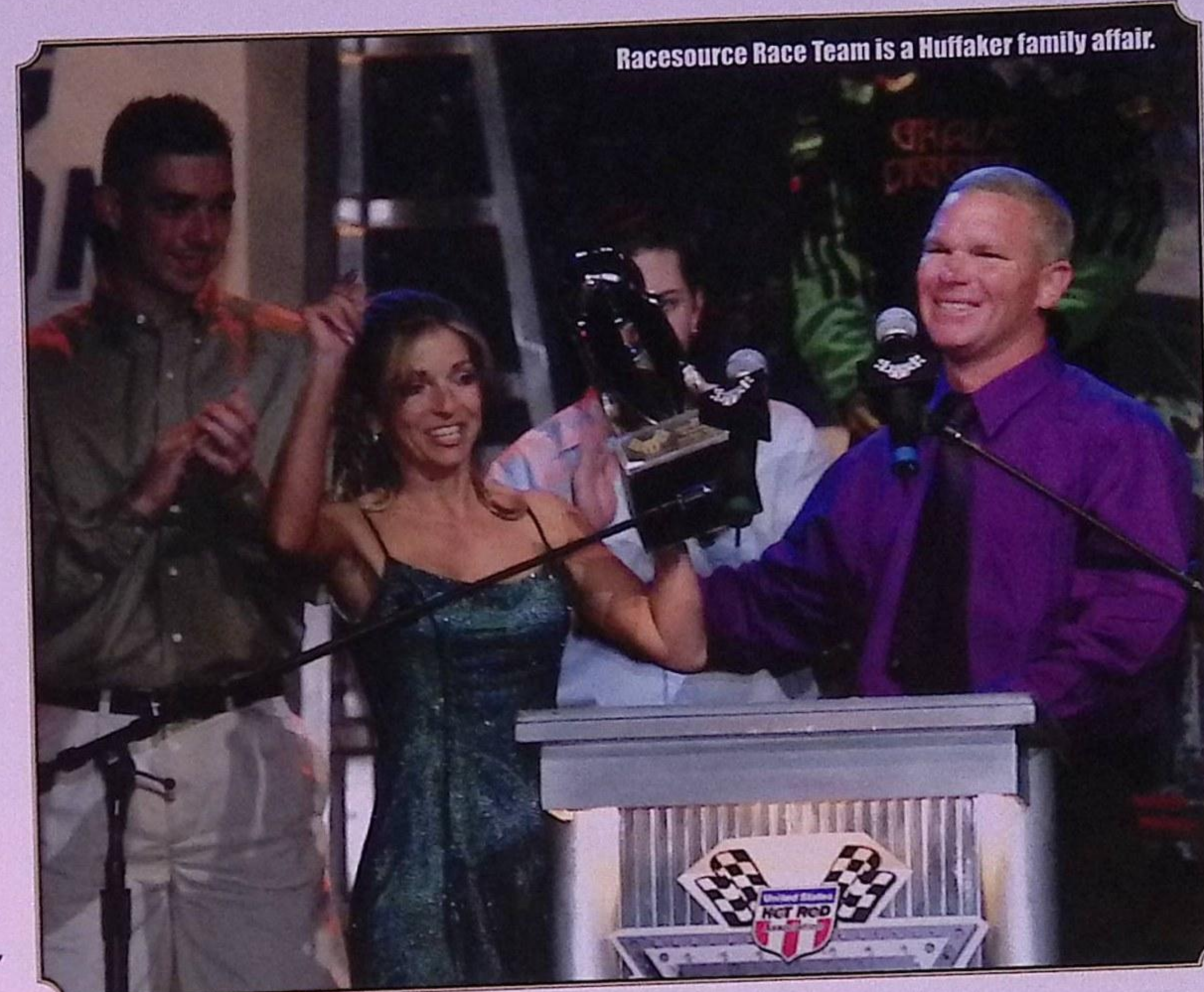
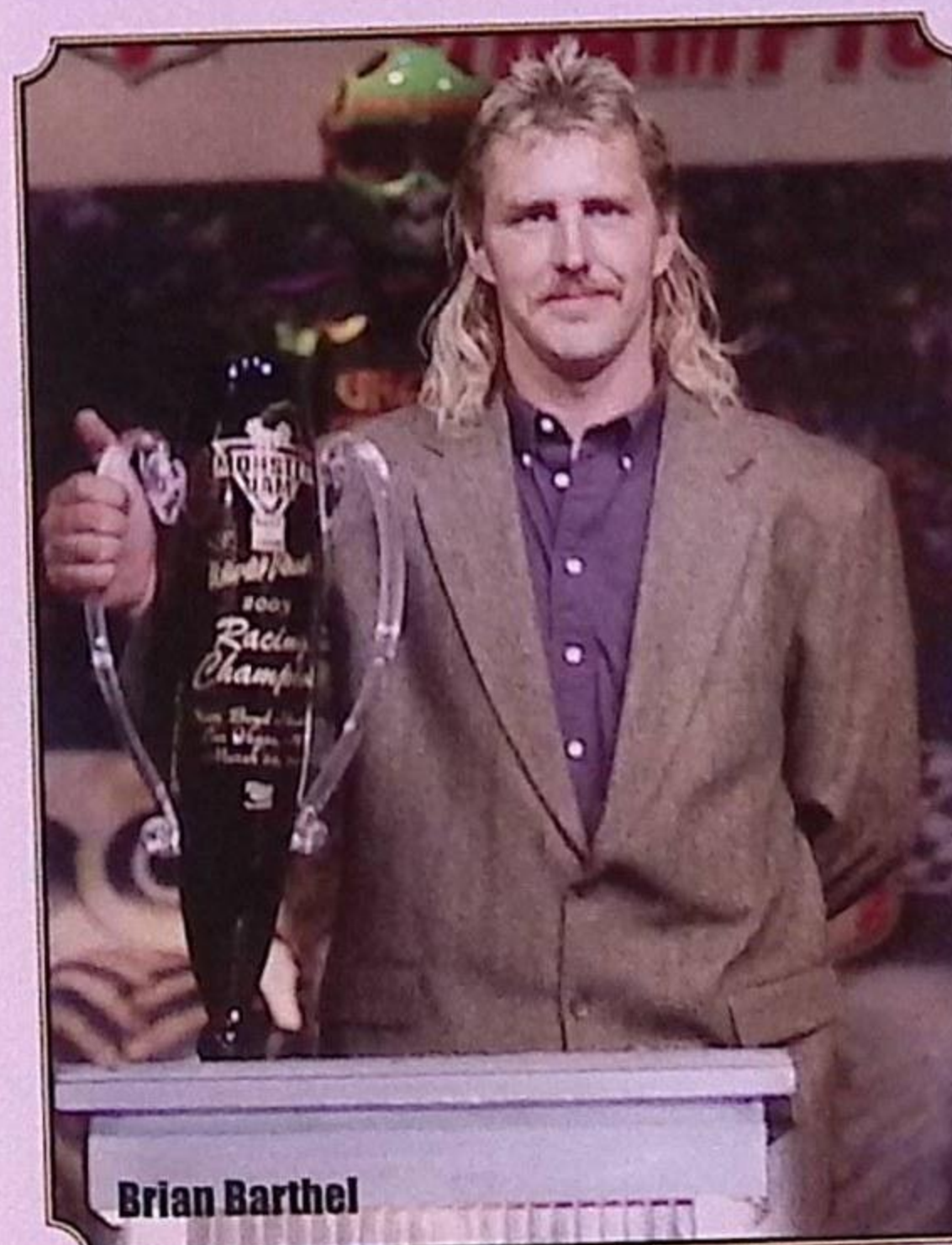
Winner: Brian Barthel (Wolverine)

After proving last year that he was hands-down the fastest truck at the finals in 2001, and having that advantage taken away due to a freak water line break that shortend the course, and being right on the doorstep in 2002, Barthel came out with a vengeance. He qualified in the number one spot and held onto it the entire night. Staying focused on the task at hand and not wavering from that goal is what put him over this year. In 2004, he should return to Las Vegas as the defending champion and the hunter will become the hunted.

2003 Freestyle Champion

Winner: Jim Koeller (Avenger)

Some people call it exciting, some call it dangerous, but wherever you stand on the



issue, it's hard to deny that it was inevitable that Koeller would some day walk away with this trophy. It also doesn't hurt to be in the right place at the right time. His freestyle that March evening was one for the books. He hit all the obstacles, made all the right jumps, and with a damaged truck, pulled one of the longest doughnuts (if not the longest) in competition. The breakage gremlin, an unwelcome friend in the Avenger camp, showed up again, but waited until Koeller had nearly completed his run before striking. By then, a high bar had been set for the remaining competitors.



Grave Digger's early exit from his freestyle run and Max D's non-start solidified Koeller's place in the USHRA record books.

2003 USHRA Points Champion

Winner: Randy Brown (Grave Digger)

The points champion is determined by a combined points system that is only awarded on Saturday night shows (to level the playing field for the one-day stadium shows vs. the four-show arena weekend). Points are based on racing results, freestyle scores and each driver is tracked, rather than teams of trucks to keep larger teams from dominating.

Consistency is the key, and a lot of luck can be a factor for those drivers who have to perform on Fridays and Saturdays to stay running for the Saturday night show. Brown showed why he deserved to be in the seat of the legendary Grave Digger by winning the title his first year behind the glowing headlights. He also proved that there was no advantage to being in stadiums or arenas as he performed in both all season and shared the advantages and disadvantages of both size venues. He also battled mechanical problems with a new truck to the point where he almost didn't want to drive that truck in competition. In the end, he won through determination and commitment to giving the fans the best show that he could with only three years under his belt as a driver.

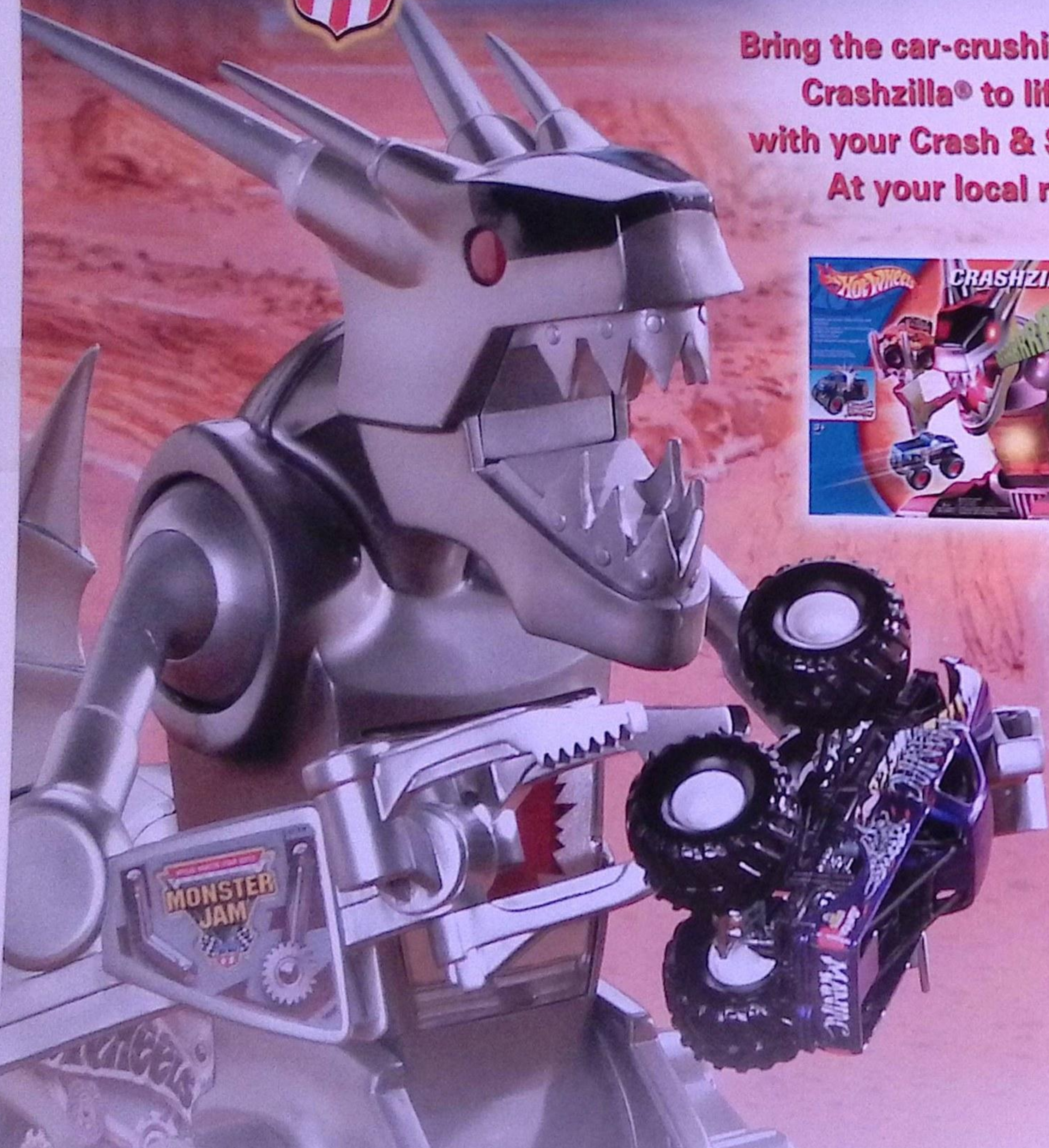
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Jim Koehler got his due credit when he won the Monster Jam World Finals Freestyle in March of 2003. But this Michigan-based "Mr. Excitement" is also a hard-working family man (Jim and his wife Michelle have three kids, Ashley age 9, Nicholas, 5 & Chris, 4) who was raised on racing.

How does it feel to be the freestyle champion?

It's really an awesome feeling to be crowned the champion, and to have Tom Meents give me the award made me feel really accepted by everybody. I feel real good that everyone appreciated what I did out there. I don't believe I have gotten the full effect of being the world champ yet. I think that in the first quarter of 2004 is where the full feeling of that is going to be. The majority of the people that are going to be there I haven't seen since last year before the world finals, so this is going to be all new to a lot of us at the shows.

We've got that World Finals on DVD and you hear the commentary from the announcers and Dennis Anderson in the booth and to hear him say "That's Jimmy, he doesn't give up for anything, he's going to tear stuff up. He doesn't care what it takes, he is out to make this crowd happy." I couldn't have said it better myself, but to hear Dennis say it, someone that does the same stuff I do, praising his student, it was pretty cool to have him excited that I am going out, giving it all I got.

What goes through your mind doing a freestyle? Take us through your thought process before the clock starts.

More goes through my mind waiting for my turn then what goes through my mind once I start going. Once the clock starts and you're out there, it's almost surreal—it's second nature, you just start doing things. You don't realize you're doing half the stuff you're doing until it's done and then you look back at it and think, 'that was cool.'

I turn into something else when I am out there, a different mode, but the time before, while you're waiting for your turn, there are million things going through your mind like "oh my gosh, that's a huge hit, I can't believe they put that out there," and then you see someone hit and your like, that guy's nuts. Then when you watch the tape you hit it twice as hard as he did or the same as he did and your like, "what the heck was that, we're doing the same thing". It's really weird that your mind will go crazy before, but once it starts, I imagine its like a singer, once they start singing they forget about what's out there. It's the same kind of deal when I am out there doing my thing.

I just do my thing and whatever happens, happens. I am out there having fun and if I am having fun, I just keep on going, and as long the truck is on it's tires I guess I can keep on going.

(cont. pg. 18)

MR. EXCITEMENT

Buckle your seat belt
for an interview with
Jim Koehler,
the 2003 World Finals
Freestyle Champion.



Is it the same unconscious thing to entertain the crowd or do you have more specific plans on how you're going to act? Or, is it just raw personality when you go out there?

It's all me. I don't even think about that. The one thing the fans do for me is just fuel the fire. Hearing them cheer and hearing them clap, seeing a person point or wave, or thumbs up or wave their flag or lights, or just standing up, that's just fuel to the fire. It comes naturally. I never sit there and jump out and wave to this person or that person, it just comes natural. Sometimes it's right, sometimes it's not, I just try to be me, and however I come out, that's how I come out, nothing fake about it. You don't ever want to be boring. Everybody tells me I should teach a class for some of the monster truck drivers who are boring. If I teach that class, I will work myself out of a job. If I make other people do what I do, I will lose what I have. It's hard to teach people personality. It's hard to fake that. Either you got it or you don't. I have always been a loud, outspoken person the majority of my life, and I find that I'm throwing myself into the most ridiculous situations just to see what happens. It is part of experiencing things. You put yourself somewhere where you would be totally embarrassed and see what happens.

What is the origin of "Mr. Excitement"?

It's a nickname that I acquired. I think Kate Millican pulled that one out on me on some of the TNN television shows we were doing in 2001. She was one of the first ones to say it, and then the other announcers picked it up and then everyone went with it from there. I don't know, I don't advertise it, but it is kind of cool to be "Mr. Excitement."

Would you rather be the first out or the last out in the freestyle program?

The last, I mean that's a given. It's nice to be first where the obstacles are all out there—one time and that's it, they are not going to replenish them. At a world finals, you're going to have new stuff to hit (since they bring new stuff out as the night goes on), it's not going to be old crunched down cars and that's it. It's kind of one of those deals where last is always better because you can see what everybody else has done and you can one-up each other. The odds are in your favor.

Middle of the field is okay, but closer to the end is better. I mean, when I started out I was always the first guy out, I worked my way to the middle of the field, and that wasn't too bad because I was making my mark. Some were like, "Hey that guy's pretty good, he got a decent score." Then the bigger guys would come in and of course knock the score down because they're the veterans, they're the talent, and they have the money to do what they do. We worked ourselves toward the end of the programs. Out of ten trucks, we were down seven or eight and that was pretty cool. Then, we were toward the back of the pack so now we get to see what everybody does except for let's say Dennis or Tom, and we know what they're going to do because we have been watching them forever. We already know how crazy they are going to get.

If I get to go last, then I get to see everything that they got and pick one move that is going to top what they did. I like to get the feel of what everybody else is doing; to see what hits are good or bad. That was kind of our secret in Vegas and it worked for us.

Your crew in Vegas was obviously very happy and excited when you won the freestyle championship. What can you tell us about them?

Chris Bergeron was the one on the podium right as I got the award with hands up in the air like "We're the champs." Chris actually drives Brutus, he is like a teammate and a friend and had pulled a scam on me and said he couldn't go to the finals, then showed up. I started with just my brother Steve Koehler, and we picked up Jason Bryan on the way in Iowa, who whenever we do shows out that way, he comes to most of them and helps out and acts as a crew guy and finally, Rob Cartwright, who I had acquired to give me a hand driving my semi out there. They are my crew and we're all pretty good buddies.



Jim and his crew celebrate his freestyle championship.

How did you originally get started in monster trucks?

I just went to a bunch of shows and was a fan. I raced mud drags at the same shows that a lot of monster trucks were at and saw that those guys were getting all the glory and having all the fun and that was something I wanted to do. We went ahead and built a truck back in the late '80s. It took nine years to build the first Chevy S-10 Avenger and we weren't done until 1996. It was 1997 when I brought the truck out to perform for the first time.

What inspired the change from the Chevy S-10 body to the '57 Chevy?

The '57 Chevy I did just to be different. It was the 2002 (cont. pg. 20)

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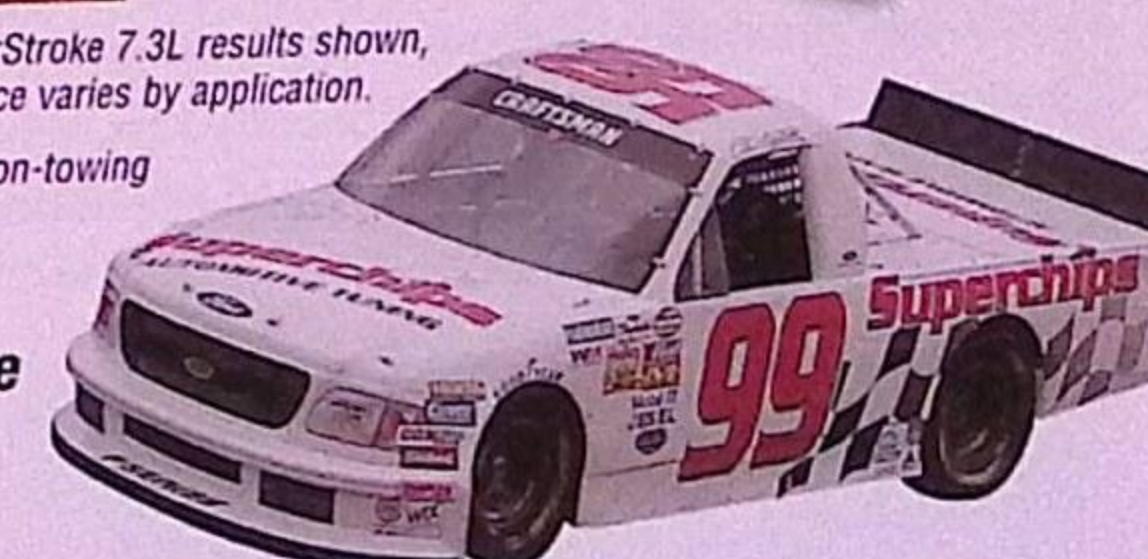
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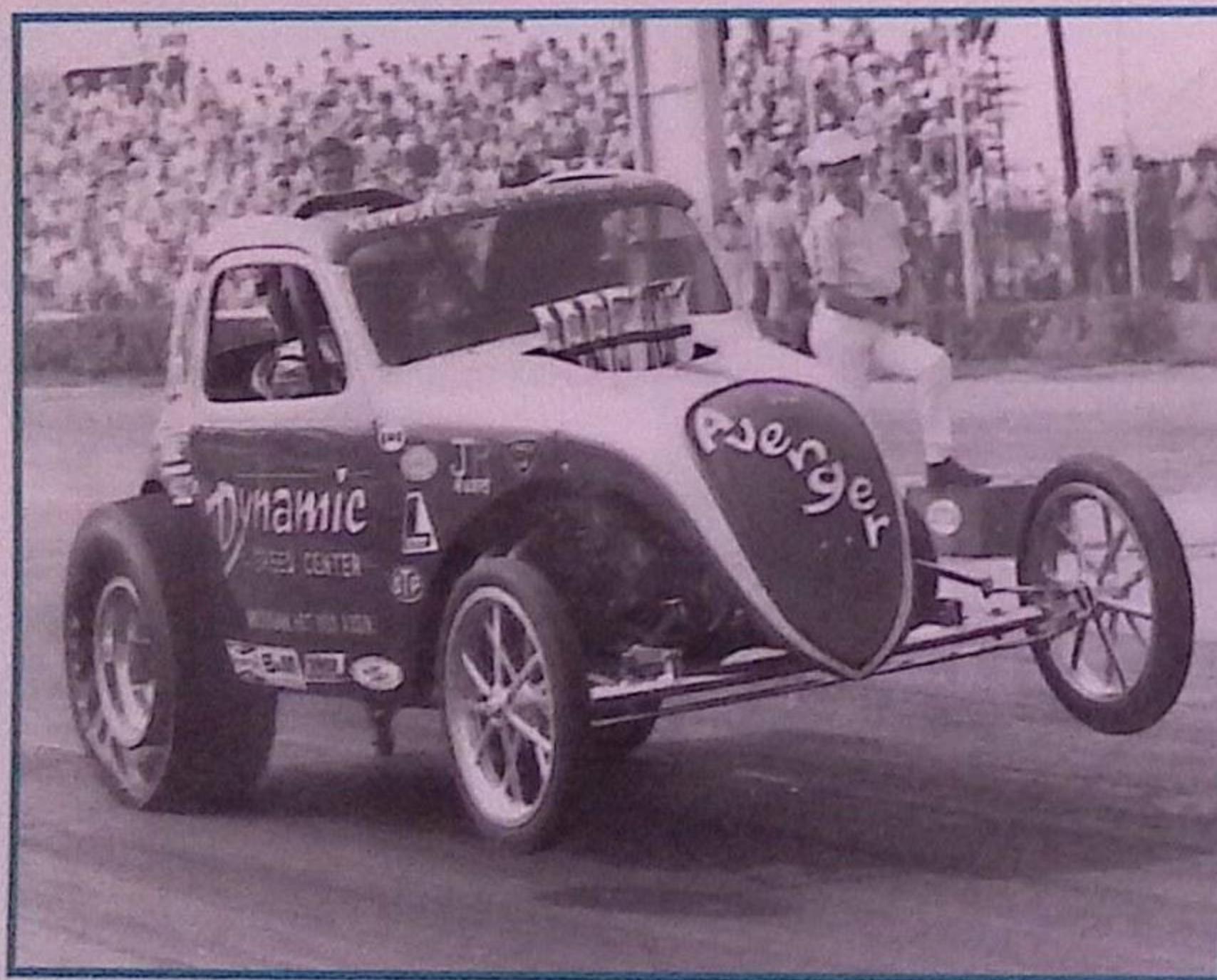
Indianapolis USHRA show and nobody knew I was bringing it out. I thought I had gone as far as I could with the pick-up body, and everybody had seen it. You've got to have something to draw the crowd and pull the fan base to you. I am a classic car buff and I liked the '57 Chevy—that was the vehicle for me. No one had one that I knew of at that point.

We all know the drivers are one big family on the road. Are there any in particular you're closest with?

I knew Tom Meents back when we were mud racing with him. He has been pretty cool to us. John Seasock with Sudden Impact, Mark Schroeder with Devastator, Dan Evans with Destroyer—they're all a good bunch of guys. Tina and Pablo Huffaker have been great to me. Pablo has been nothing but awesome with advice and they are both super nice people.

Who in motor sports do you admire outside of monster trucks?

I like John Force. He's been pretty cool, I met him a couple times in person. Dale Earnhart was a big inspiration, I was a big fan of his, still am. I just look at who the underdog is. I have a lot for respect for those guys that put their time in and do their stuff, and those guys are making the big bucks now.



The original Avenger, raced by Jim's father Gary.

Who's been your biggest influence?

My dad Gary. He was a drag racer back in the day, before it became big and commercial, and he was one of the heavy hitters back in the '60s and '70s. I kind of looked up to that, and everything I owned was modeled after his racecar. He had the Avenger, you know, it was a drag car and I had remote control boats, cars, motorcross—all that stuff and everything was Avenger—we've got to have Avenger on there somewhere. I thought it was pretty cool and then trying to live to his standards

so to speak and trying to say, "hey look, look what I did." Trying to impress him has always kind of been something that drives you even harder

How does it feel to see yourself and the Avenger truck on so many posters, toys, t-shirts and DVDs?

That stuff thrills me. I don't consider myself anybody more special than someone else. But it feels good because I started doing monster trucks as a nobody, and worked into this and just kept pushing to be better and better. There are guys that I run with that are like "Why do you do what you do?" I reply, "Don't you see what's happening because I do what I do?" They have been running a truck for 20 years and nobody knows who they are. How can they run the same thing over and over, wouldn't it get boring? Maybe they're doing it for the paycheck. That has never been my motto—it's nice to get paid. Have some money to afford the parts that you break, and your road money and everything else. I have never been doing it for the money. I do it for the fun and for the thrill. So I think that's what separates me from a lot of others. This isn't my mainstay job. I have a decent set up here in Columbus that keeps me afloat between shows. My wife, Michelle, has a good job, and I have a little marina view going, it just kind of works.

Before Avenger started paying all the bills what was your occupation?

I still have that occupation as a certified marine mechanic. Avenger is actually at the break-even point. The amount of money spent (on the Avenger) up to this point has not been recouped. My wife is a dental hygienist and she does well and I am a machinist. I own a small little marina here in Michigan that does pretty well. It's a full-time job. We leave for a show, let's say it's a Saturday show, we will leave Friday night after work and race to get there to work on the truck, put the tires on, race that night and then race to get home so we can be back to work on Monday at the marina. It's a full service machine shop that we have there. We do high performance engines for cars, trucks, snowmobiles, anything that has an engine, we will work on.

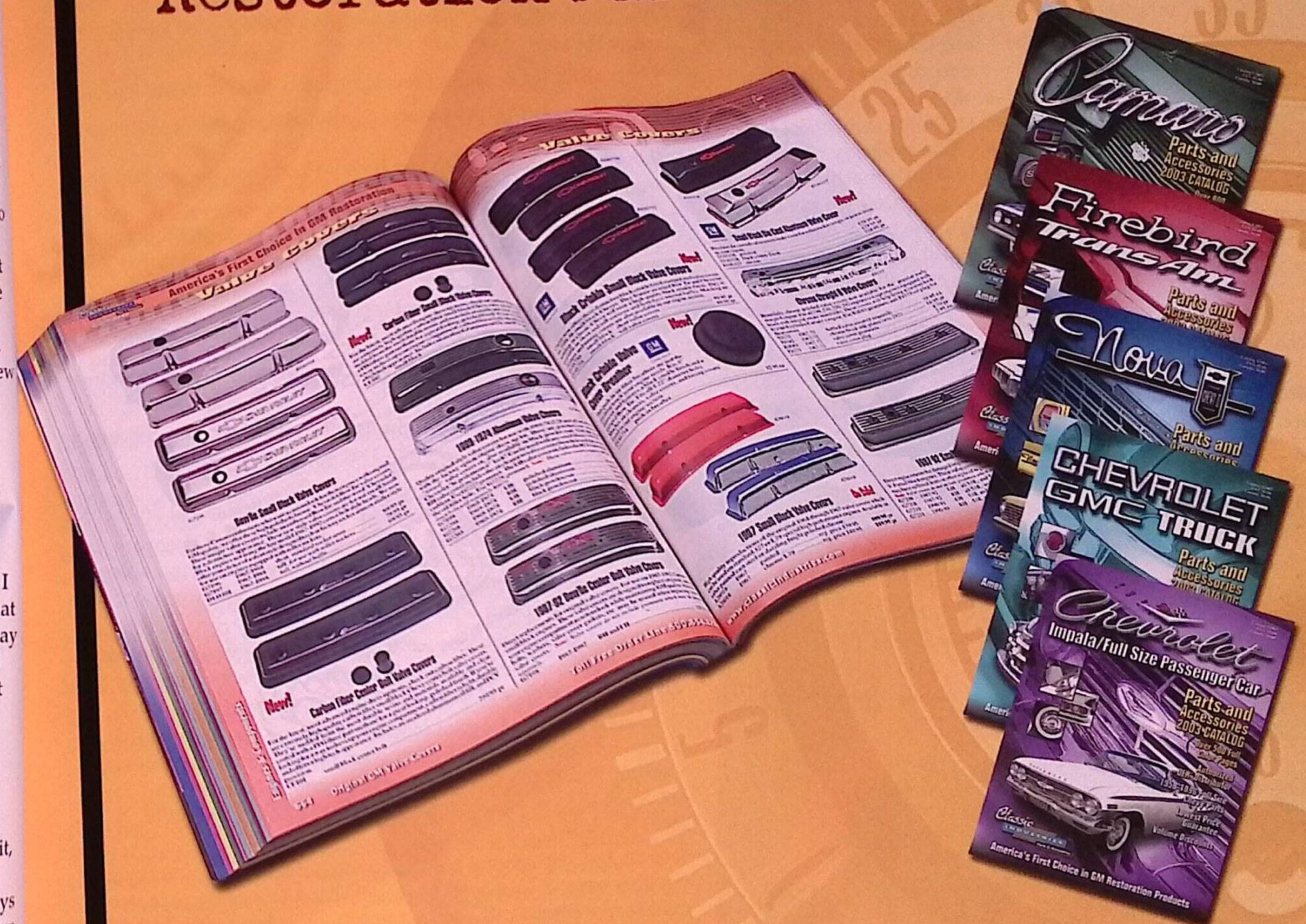
That is another one of my little key secrets that helps the Avenger get going. That little extra horsepower when we need it, you know. We've got a clue of what we're doing when we're building the motor and we can do it a lot cheaper than most guys can do it, all my machine work and all my labor that a lot of guys have to pay for because they don't have that sort of machine. All I have to do is pay for the parts, and I get the parts at cost, so I am actually ahead of the game for guys that want to build a \$30,000 motor it is going to cost them \$30,000 whereas to me, it is going to cost me half that.

Any last words for the fans?

If you are reading this before the 2004 World Finals, get a seat belt for that show. Hang on because I am going to step it up three or four notches and all I've got to say is it is going to be an awesome 2004. These fans just need to get a seat belt and strap in!

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Lovely Ladies IN MEAN MACHINES

The USHRA caught up with four women of the monster truck circuit and got their take on family, fans and their favorite things within the sport. By Krista Speller

Monster Truck drivers lead busy lives, so the only way to get our diverse group of women drivers together at one time, with their busy schedules, was to arrange a "monster" conference call. We knew that Dawn Creten, driver of Scarlet Bandit, and Jocelyn Perrin, driver of Lil' Miss Dangerous, both have small children that travel with them on the road. We already knew Kathy Winston, who drives the Suzuki monster truck, has children that are older, but did you know that when she was growing up she wanted to be a pilot? She probably never guessed that her "craft" would be a 10,000-lb. machine that runs on 66-inch tires. That brings us to Madusa, need we say more? Sporting a tough-girl outer shell, Madusa actually has a soft spot in her heart for animals. You never would have guessed that in her spare time she enjoys making jams and jellies.

We here at the USHRA had a few questions for the ladies, so we sat down with them on a conference call picked their brains. Some of their answers may just blow you away.

USHRA: What do you find most rewarding about being a monster truck driver?

Dawn: Being one of the few females out there competing in the sport. As well as the opportunity to be personable with the fans.

Kathy: Sharing the same passion for the sport with the fans is great, but the excitement that gushes from the kids is truly gratifying.

Madusa: Having the chance to be a role model.

Jocelyn: There are 2 things I find most rewarding. One, just like



Madusa and Kathy Winston strike a pose in the pits at the Monster Jam World Finals

the other girls, meeting all the great fans out there, especially all the young female fans. And two, being able to travel with my family.

USHRA: What is the hardest part about being a mother and a monster truck driver?

Jocelyn: Focusing on my racing instead of what the girls may need, what they are doing, are they hungry, or are they ready for bed.

Dawn: Exactly. Spending enough quality time with my children.

Kathy: Just being away from my children is hard.

USHRA: What hobbies do you have to keep you busy when you aren't on the road?

Madusa: I enjoy scuba diving, horseback riding, jet skiing, four-wheeling, motorcycles, gardening, and making homemade jelly to name a few.

Kathy: Hunting, fishing, water skiing, skydiving, flying, boating and driving anything I can get my hands onto.

Jocelyn: Bowling, scrap booking, stamping, and driving a monster truck of course.

Dawn: My biggest hobby right now is raising my two children. However, I would like to open a coffee shop one day.

USHRA: Describe a typical day in your life when not at an event.

Kathy: Well, even at home there is no typical day. There are days that I spend taking care of things around house, paying bills and worrying about getting five kids through college. Any spare time I have, I try to spend with family and friends.

Dawn: I get the girls dressed, their hair done, get them fed, make up the beds, do the dishes, start lunch, kiss "owies," pick up toys, do some laundry, and then find time for a five-minute snack.

Madusa: I wake up, cook breakfast, do some chores, feed the horses and the wolves, check my email, voice mail, update my website, and then go workout at the gym. Then I start my day! (ed. Madusa owns and manages a kennel/grooming salon called Paws & Claws.)

Jocelyn: I get up around 6 a.m., do some dishes and laundry, get the girls up and Cassie off to school. Then I do some paperwork, make some phone calls, sell some AVON, work in the yard, pick up Cassie from school, run some errands, prepare supper, play outside with the girls and our animals (Jake the dog, Sassy the cat, and Vanessa & Mimi the goats), and help out my husband.

USHRA: What did you dream of becoming when you were growing up?

Jocelyn: I always wanted to be a school teacher just like my mom and grandma. But that all changed when I was about fifteen and noticed the decked out trucks, then I wanted to drive a big truck.

Madusa: A nurse.

Dawn: I wanted to be a physical occupational therapist, and I was a medic in the Army Reserves. Then I met Jimmy (her

husband and driver of the Bounty Hunter monster truck) and I was introduced to the world of monster trucks.

Kathy: I wanted to be a pilot.

USHRA: If you could defeat any monster truck driver out there, who would it be?

Madusa: Beating any driver would be a nice accomplishment.

Dawn: Pablo Huffaker in racing because he is very smooth and competitive. Definitely Dennis Anderson in Freestyle because it's Digger and it's Dennis!

Kathy: Who's ever on top. It would be my pleasure to knock 'em off.

Jocelyn: I would love to beat anyone who can't stand to lose to a 'girl' and, if my husband still raced, I would like to see who would win.

USHRA: What's the hardest part about being a monster truck driver?

Kathy: I think the hardest part is all the work involved before you ever get into the truck. It takes a lot of hard work maintaining the truck and getting it ready for each show.

Jocelyn: It's got to be helmet hair. Try wearing a helmet for two hours and see how you look!

Madusa: That's funny, Joslyn. For me, proving that the sport is 100 percent legitimate.

Dawn: The year round schedule. There's no real break from it.

USHRA: Do you get involved with any charities?

Madusa: Defenders of Wildlife - I raise wolves, so saving their existence is important to me. I also participate in an event called America's Ride. It is a ride across the country beginning in Los Angeles and ending in New York. All the money raised goes to the victims and families of 9-11.

Dawn: We contribute to a couple different charities at home, but with our schedule, it's hard. On the road, we run into a lot of people who need a helping hand and we do everything we can to help out.

Jocelyn: Yes! We have participated in both corporate and personal fundraisers, including church and school fundraisers. It is great to be able to help out in any way we can.

Kathy: I donate blood every year to the Red Cross because it does help save lives. One of my favorite charities is the Make-A-Wish Foundation. There is nothing more heart warming than helping a child fulfill a dream. I also volunteer for different community events, but my favorite is to take our Golden Retriever to the nursing home.

USHRA: In one word, describe yourself.

Kathy: Unique!

Dawn: Witty.

Madusa: One word that is tough. How about Wide-freakin'-open!

Jocelyn: My husband calls me "feisty." I have to agree with that.

USHRA: What do you feel is your greatest accomplishment or favorite memory in your career?

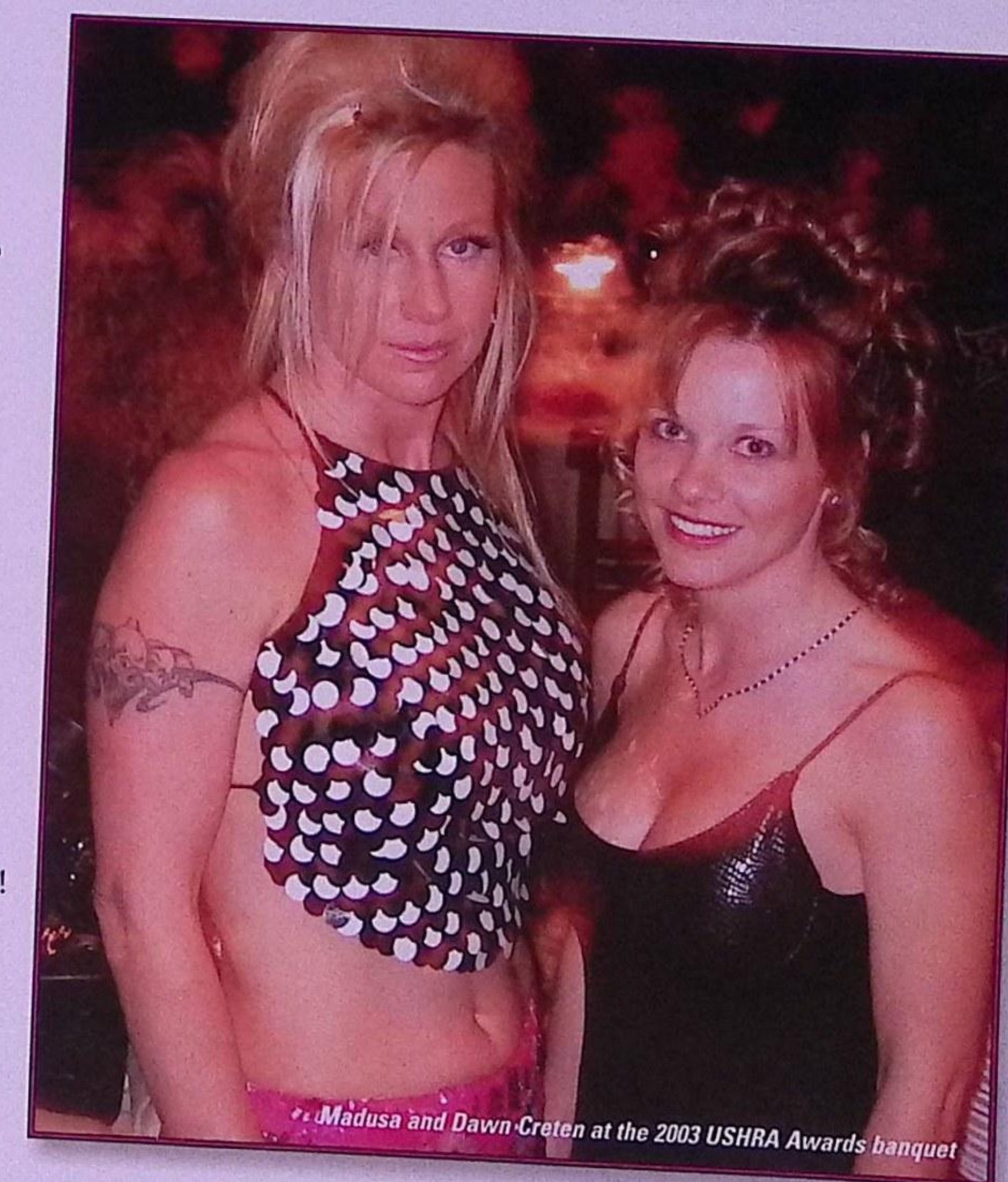
Dawn: Going up against Tom Meents in the final round in Minneapolis.



Jocelyn: I would say my favorite memory would have to be my freestyle performance at the Silverdome in 2001. I was the fourth truck out and was the first one to go over every obstacle on the track.

Madusa: My favorite memory has to be the first day of my training at the Digger's Dungeon with Dennis Anderson. He was so amazed when I saved the truck from rolling over. He kept yelling "Just gag it."

Kathy: In my rookie year, I was competing in Evansville, IN., and won racing, freestyle, and the wheelie contest. My favorite memory was this year in Providence, RI. I was parked in the tunnel and there was a van stack right at the opening. When it was my turn for freestyle, I mashed the pedal and never let up until I cleared the van.



Madusa and Dawn Creten at the 2003 USHRA Awards banquet

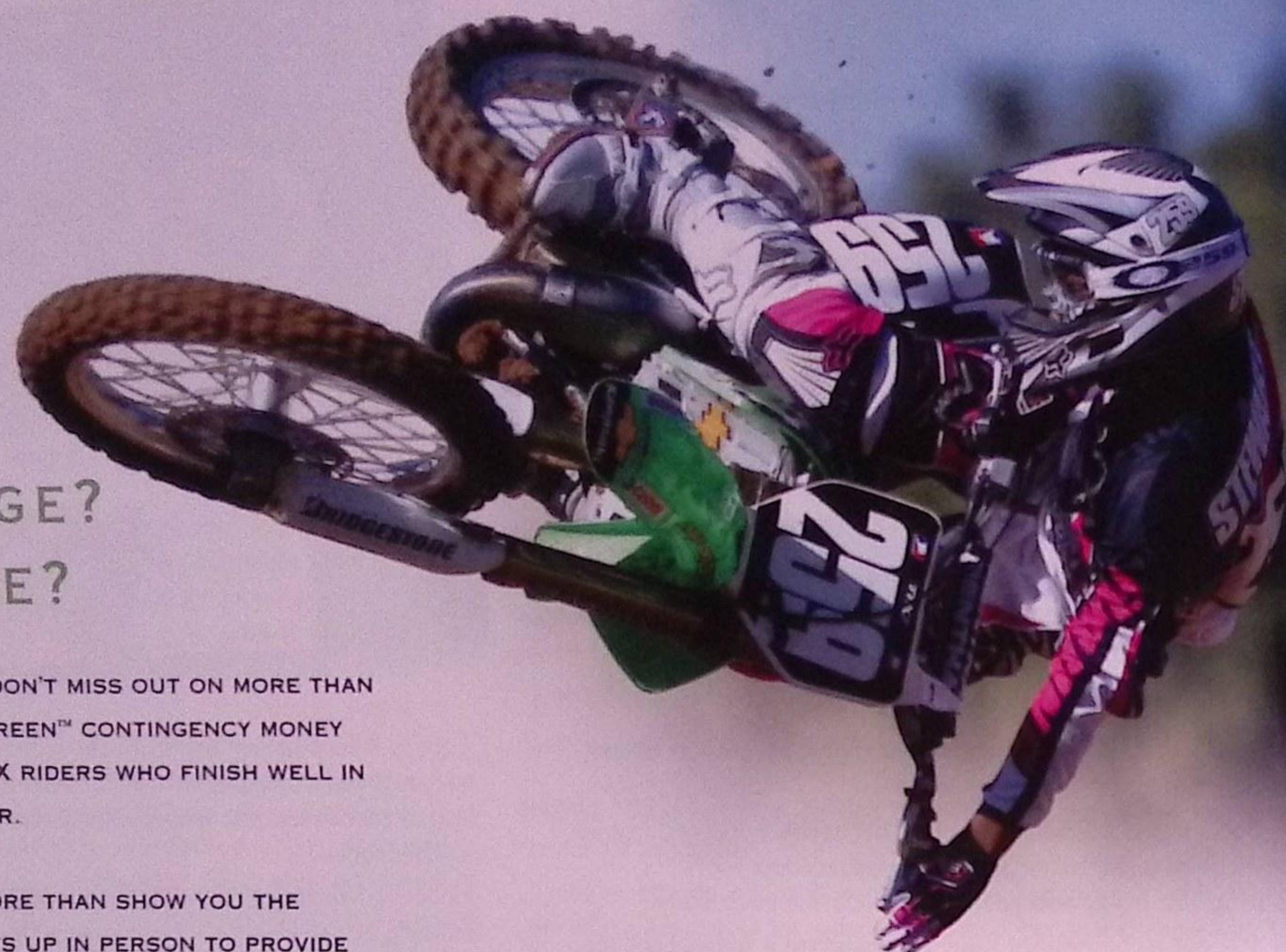
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Wait, a museum? Yes, that's right. The Monster Trucks exhibit debuted at the world-renowned Chicago Museum of Science and Industry in the summer of 2003, and has moved on to the Omniplex in Oklahoma City, Okla. where it will thrill audiences until April 4. The exhibit then moves on to Cleveland, Ohio and other cities for a five-year run.

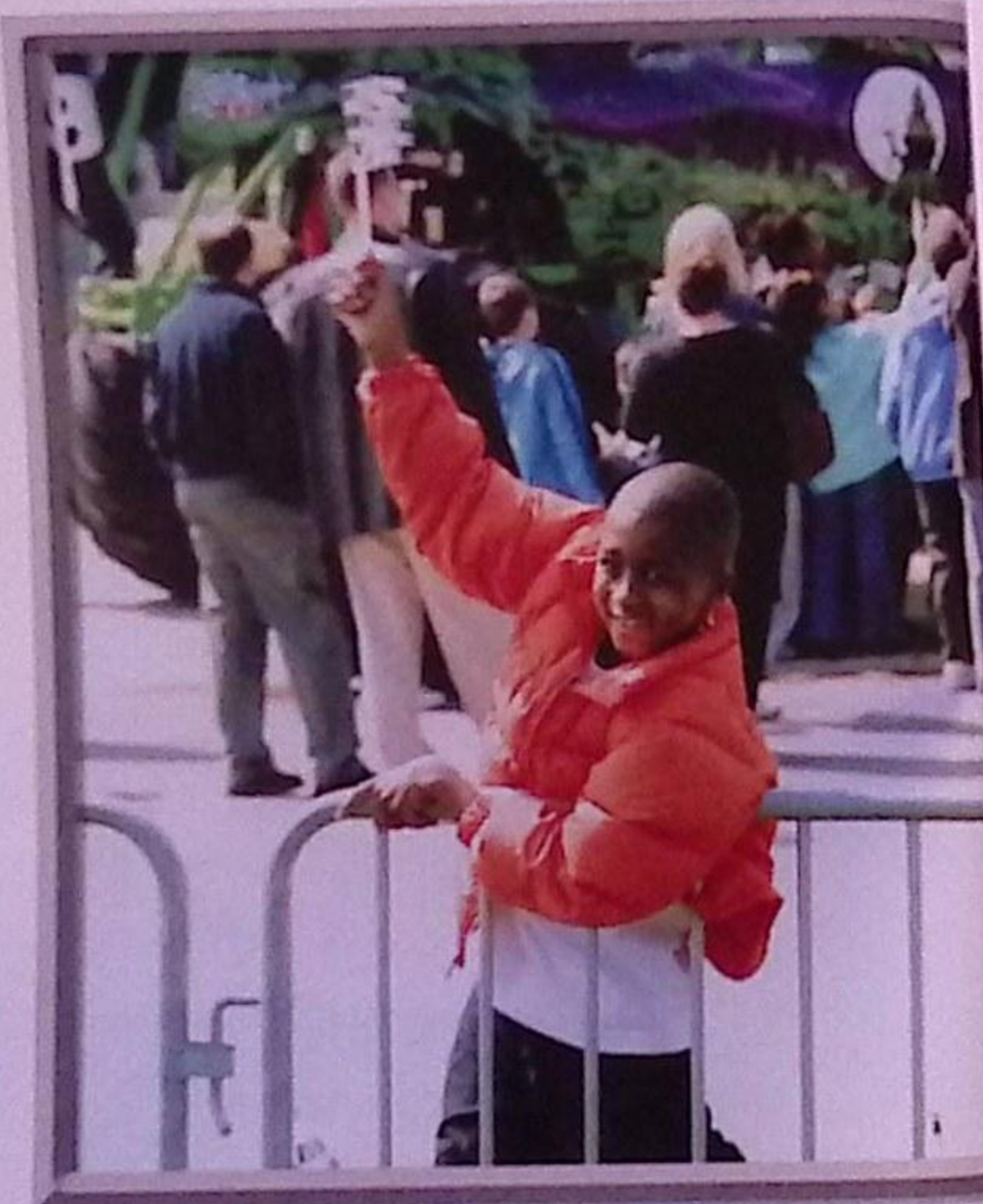
Features of the exhibit include:

- Videos of spectacular crashes
- Learn about your favorite stars of Monster Jam
- See a demonstration of a suspension system in action
- Hands-on displays about the 66-inch Terra tires
- See the creation of Monster Truck artwork
- A full size Grave Digger where you can sit in the driver's seat
- Exhibit and Grave Digger merchandise

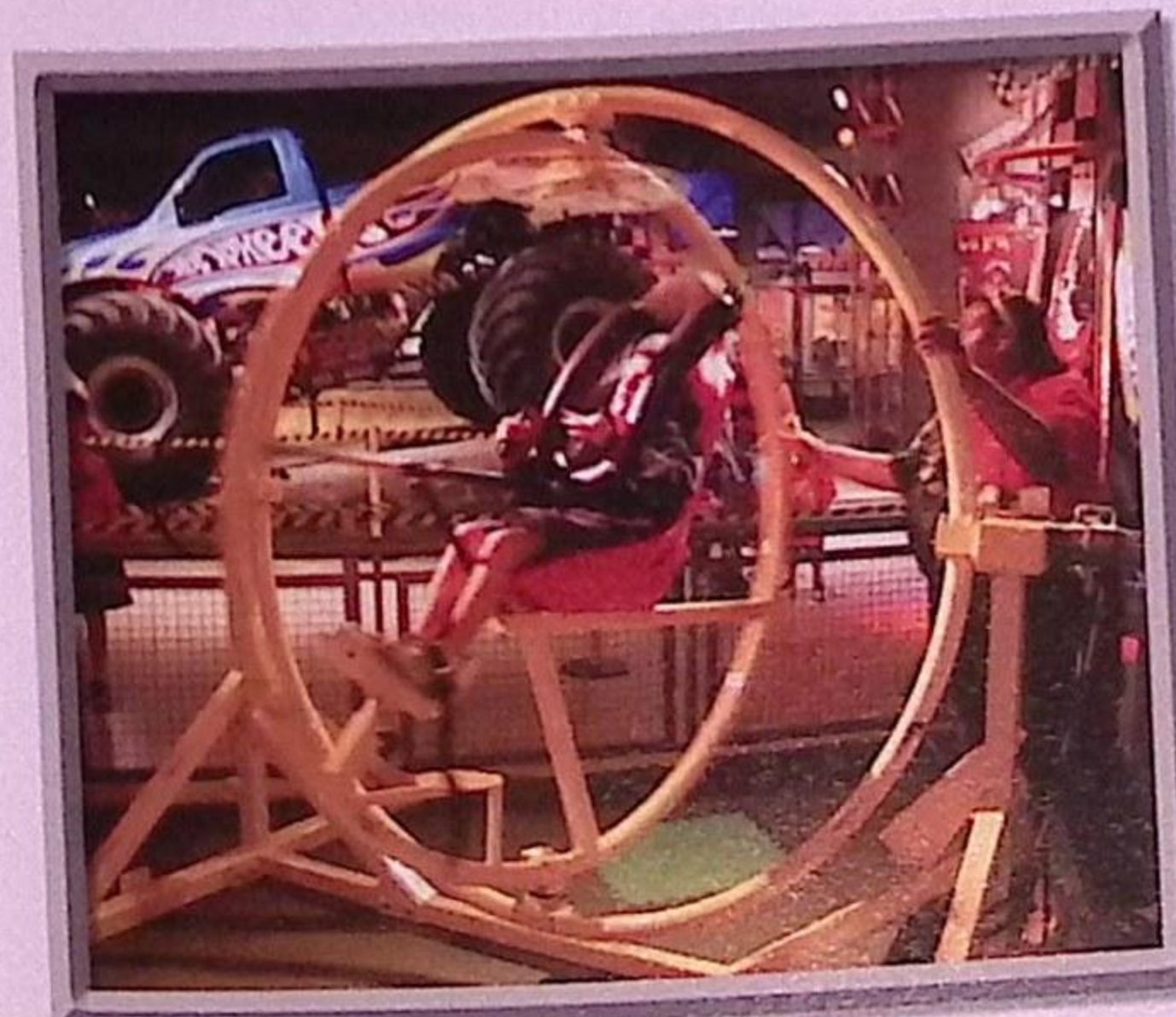
"There are obviously a lot of theatrical elements that go into putting together a monster truck show, but there are just as many – if not more – elements of pure science that go into it as well," said Stacy F. King, CEO of Clear Channel Exhibitions. "The exhibit offers the entertainment value of Monster Jam, plus an engaging way to explore the genius of the science they're built on."

"This exhibit brings you up close and behind-the-scenes of Monster Jam. It combines the thrill of the live event with the science of how it all comes to life," said Charlie Mancuso, president of Clear Channel Entertainment/Motor Sports.

Visit www.ushra.com to keep tabs on where the Monster Truck exhibit will travel next. And for Monster Jam fans who can't make it to the exhibit, go to videos.cc.com and purchase a VHS or DVD recap of Monster Trucks: The Science of Extreme Machines.



ABOVE: An excited fan waves his flag on the opening day of exhibit at the Museum of Science and Industry in Chicago. BELOW: Checking out the interactive display that explains the shocks and springs of monster trucks.

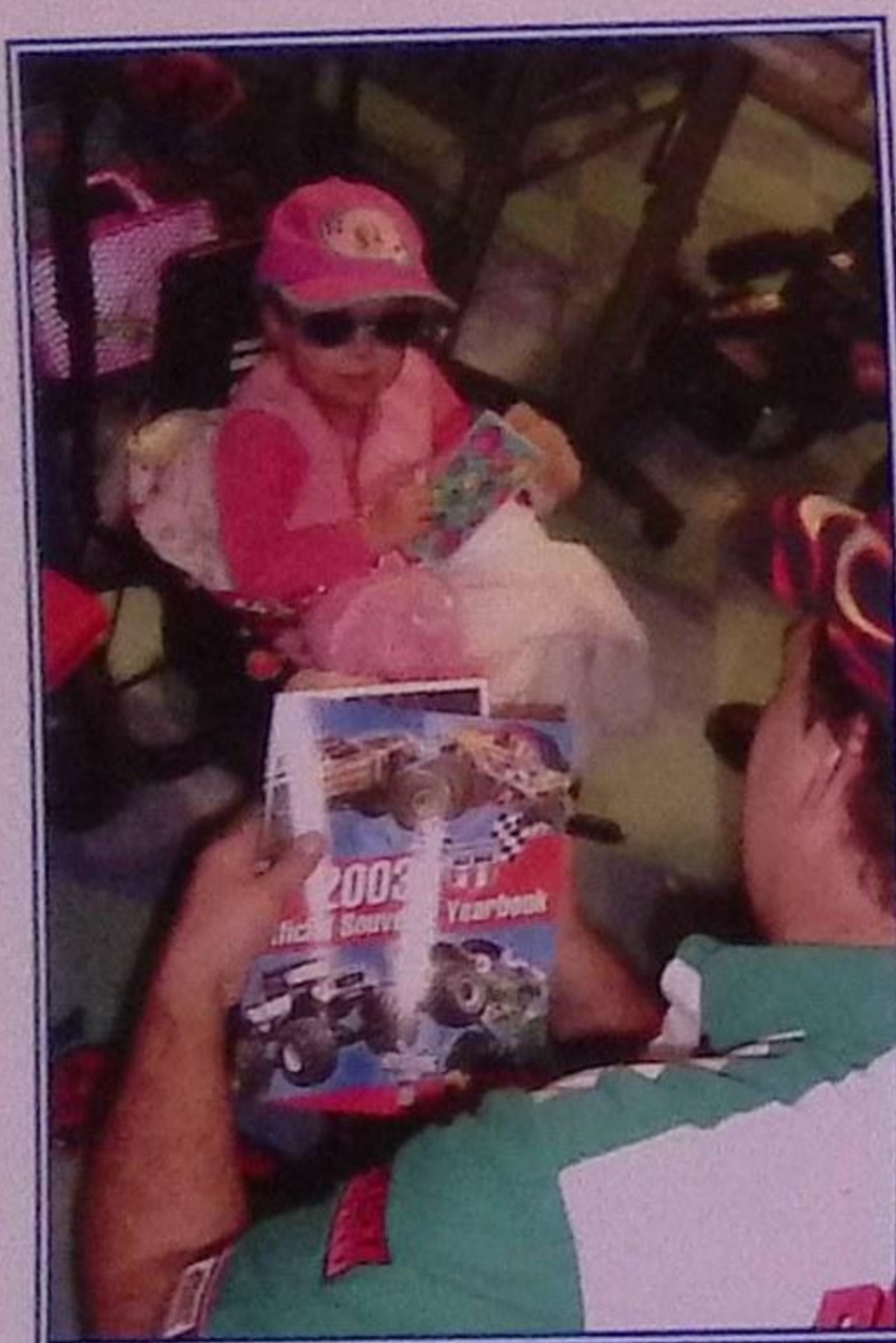


CLOCKWISE FROM TOP LEFT:

- The Monsters took over Chicago on opening day, May 23, 2003.
- Safety is everything at a Monster Jam event. The Safety First display explains everything from roll cages to fire suits.
- You can be the next Digger driver! Well, you can at least feel what it's like to sit in the cockpit of the world famous Grave Digger.
- The physics of a roll over are on display at the exhibit. Get in the gyroscope and experience the G-forces first hand!
- At the Monster Makeover display, you can learn all about the art and design that goes into making your favorite monster trucks look as ferocious as they do!

MONSTER HEROES

MONSTER TRUCK DRIVERS TAKE TIME OUT FROM CRUSHING CARS TO BRIGHTEN UP THE DAY OF SOME VERY SPECIAL FANS. BY BRANDI CAMPBELL



JOHN SEACOCK (SUDDEN IMPACT) SPENDS MUCH OF HIS FREE TIME VISITING KIDS IN HOSPITALS.



DENNIS ANDERSON (GRAVE DIGGER) GRANTS A WISH FOR JAMES KNIGHT.

Driving a monster truck is more than the thrill of racing; it is also being a role model, someone children can look up to. Clear Channel Entertainment - Motor Sports and the monster truck drivers that appear in our shows receive and grant many wishes from the Make-A-Wish foundation. One of the most memorable this year was for James Knight.

HIS MOTHER WROTE.

"Thank you Dennis Anderson, thank you Make-A-Wish. When my son is sick, he is 24-hour ventilator dependent and must remain in his room for 5-10 days at a time. For the past three years, James' best source of entertainment are his Grave Digger videos. We have traveled to the dungeon (the Grave Digger Dungeon in Kill Devil Hills, NC) several times and we travel to the monster truck shows that he enjoys so much.

When Make-A-Wish asked James what he wanted for his wish, of course, he wanted a Grave Digger block party with Dennis Anderson. That wish came true and Grave Digger arrived in Hicksville, NY on July 31, 2003. Many thanks to Dennis Anderson and his crew for making this a day everyone in Hicksville will remember. The look on our son's face when he first saw Dennis and his truck roaring up our block, all the children, parents and nurses—everyone—enjoyed his company. Dennis seems to be a very special person and we will never forget meeting him, all the time he spent with the children and how well he handled everyone wanting an autograph on such a hot humid day. Thank you!"

"James is a cute, cool little dude. It made him and his whole family shine when we drove up that street to make his wish," said Anderson, when asked about the experience. "I genuinely enjoy doing things like this block party we did for James because it makes people so happy. And the kids, the kids are so, so sweet. Sometimes it is really hard because they cry because they don't want you to leave.

"These people, the Knight's, they came to the show in Stafford



Springs, CT, with as sick as James was, and when we got to their house they treated me like a king. James showed me all over; showed me all of his things. He is really amazing."

FIVE DRIVERS VISIT RICHMOND MEMORIAL CHILDREN'S HOSPITAL

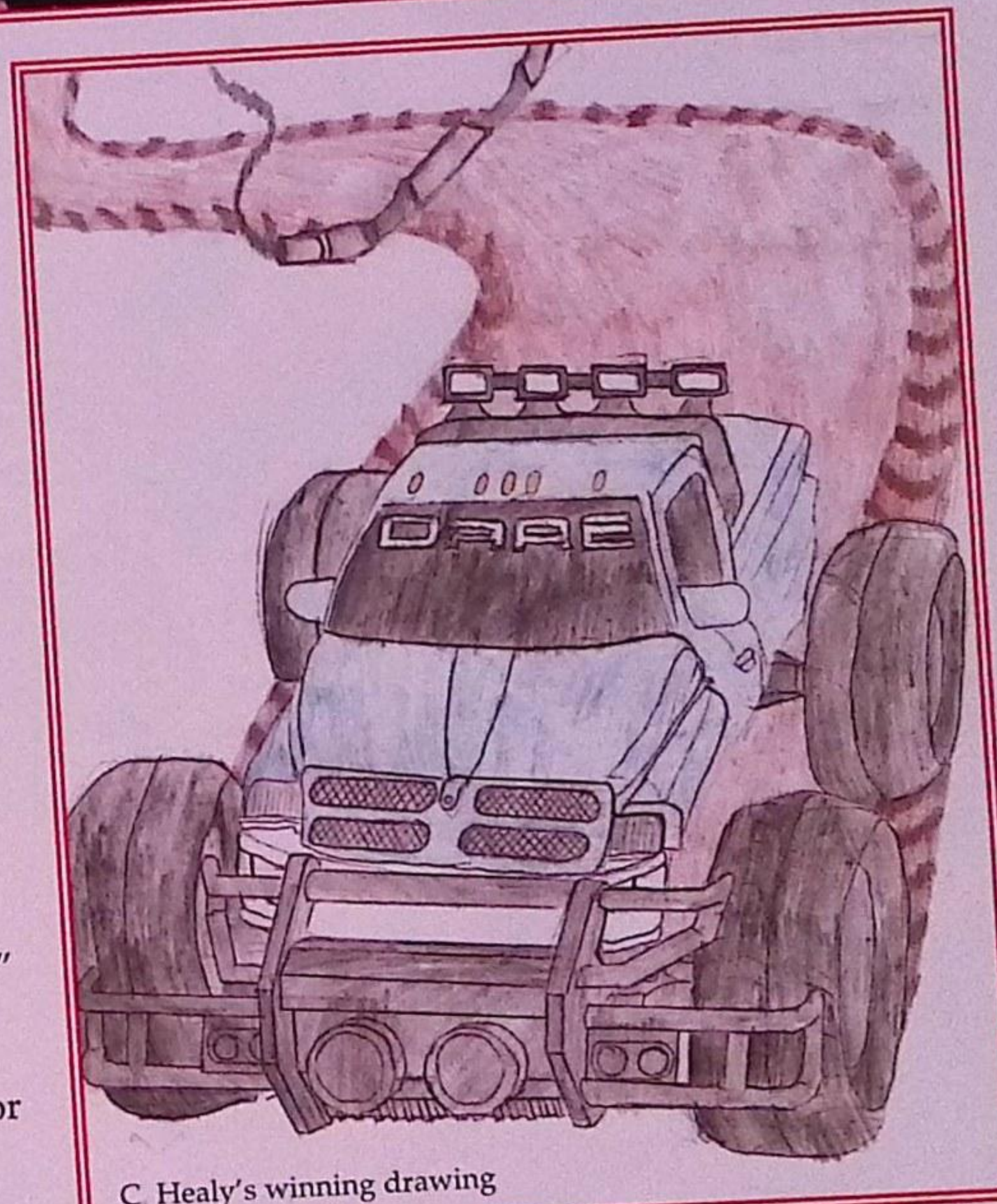
A group of monster truck drivers helped make another child's day when Charlie Pauken, Andy Slifko, Chad Fortune, Rick Disharoon and Randy Brown visited 8-year old monster truck enthusiast David Hall, Jr. at the Richmond Memorial Children's Hospital. They made plans to visit when they learned he could not attend the Monster Jam event at the Richmond Coliseum that weekend due to severe burns caused by a disposable lighter.

"David's father told us that David hadn't smiled in a long time and we were able to put a big smile on his face just by visiting him," said Fortune. "We were happy we could make him feel a little better. It makes me feel blessed to be able to travel around the world, drive a monster truck and meet kids. When we can visit a child at a hospital it makes it even more special. It is so great to be able to go in and do something that is so easy and gratifying because the kids are so special."

CCE AND D.A.R.E.

CCE and the drivers also go the extra mile for healthy children. For the fifth year in a row this June, CCE - Motor Sports worked in conjunction with the Syracuse, NY D.A.R.E. program and its 34 participating schools to help keep kids off drugs by holding a drug prevention coloring contest. Seven runners-up were awarded Monster Jam t-shirts, die cast monster trucks and many more prizes. This year's grand prize winner C. Healy won four tickets to the Monster Jam show and was awarded a visit at his school from Mike Nitchke the two-time Thunder Nationals Champion and driver of the Rambo Monster Truck.

Clear Channel Entertainment - Motor Sports and our employees are committed to giving back to our communities. Our charitable contributions throughout the year are monstrous and include donating thousands of event tickets, giving away truckloads of merchandise and volunteering the time and talents of our employees to benefit our communities.



C. Healy's winning drawing



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World Finals



Blacksmith's freestyle ended in a cloud of smoke!



Sudden Impact beat Monster Mutt in a photo finish!



Brian Barthel
2003 Monster Jam World Finals
Racing Champion

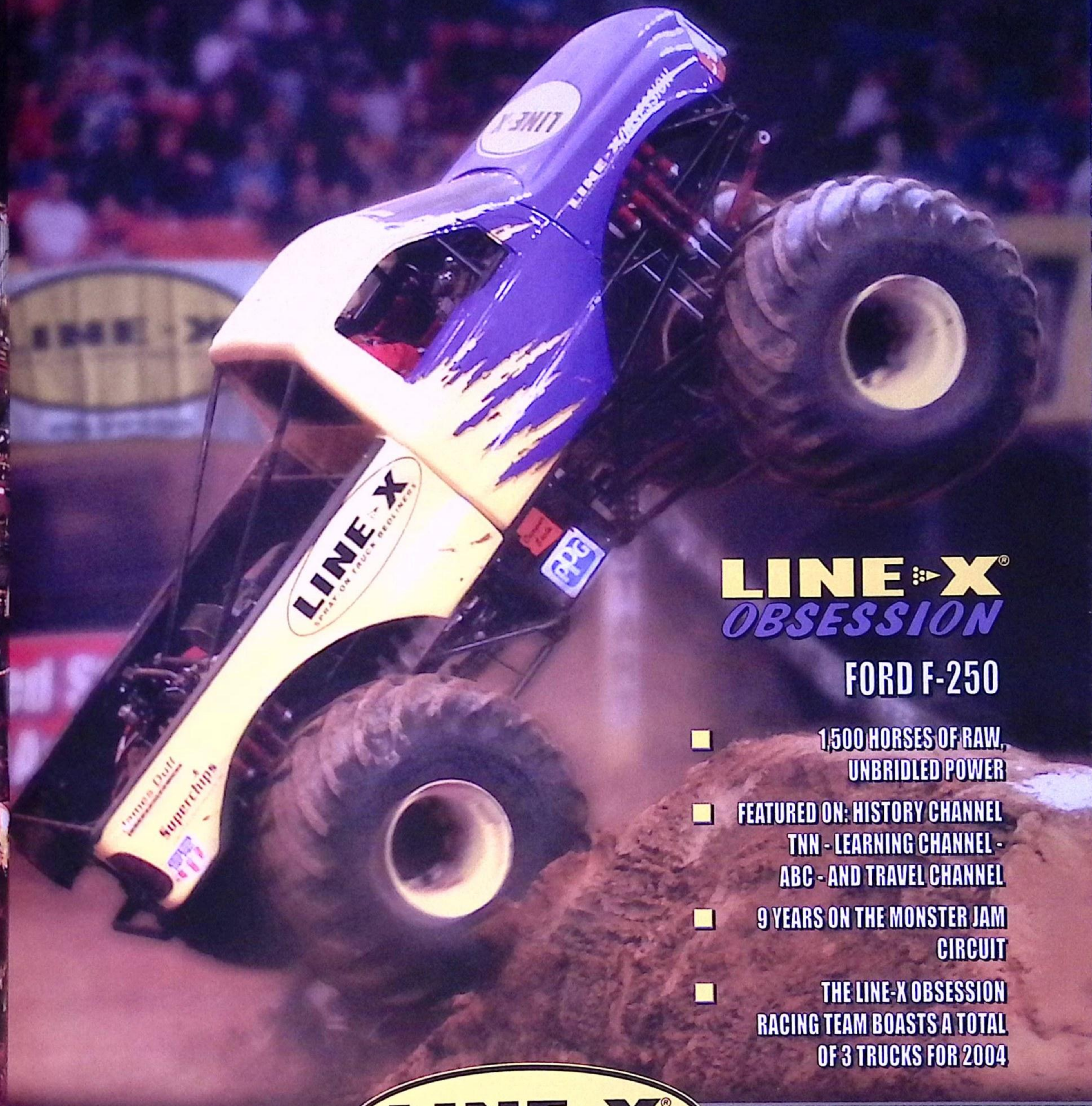


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- While at the Dungeon you can:
- Shop at the Digger Dungeon store.
 - See a pictorial history of the Grave Digger legend.
 - See actual truck parts left on some of the most legendary tracks in the U.S.
 - Take a photo in the Grave Digger display truck.

Other things you might find on your visit include the Digger crew wrenching on a current Grave Digger, other monster trucks on display in the front lot and you might even find Dennis in the shop signing autographs!

Call 252-453-4121 for store hours when planning a visit. We hope to see you there!

*Autograph times are not posted and autographs and other displays are not guaranteed.



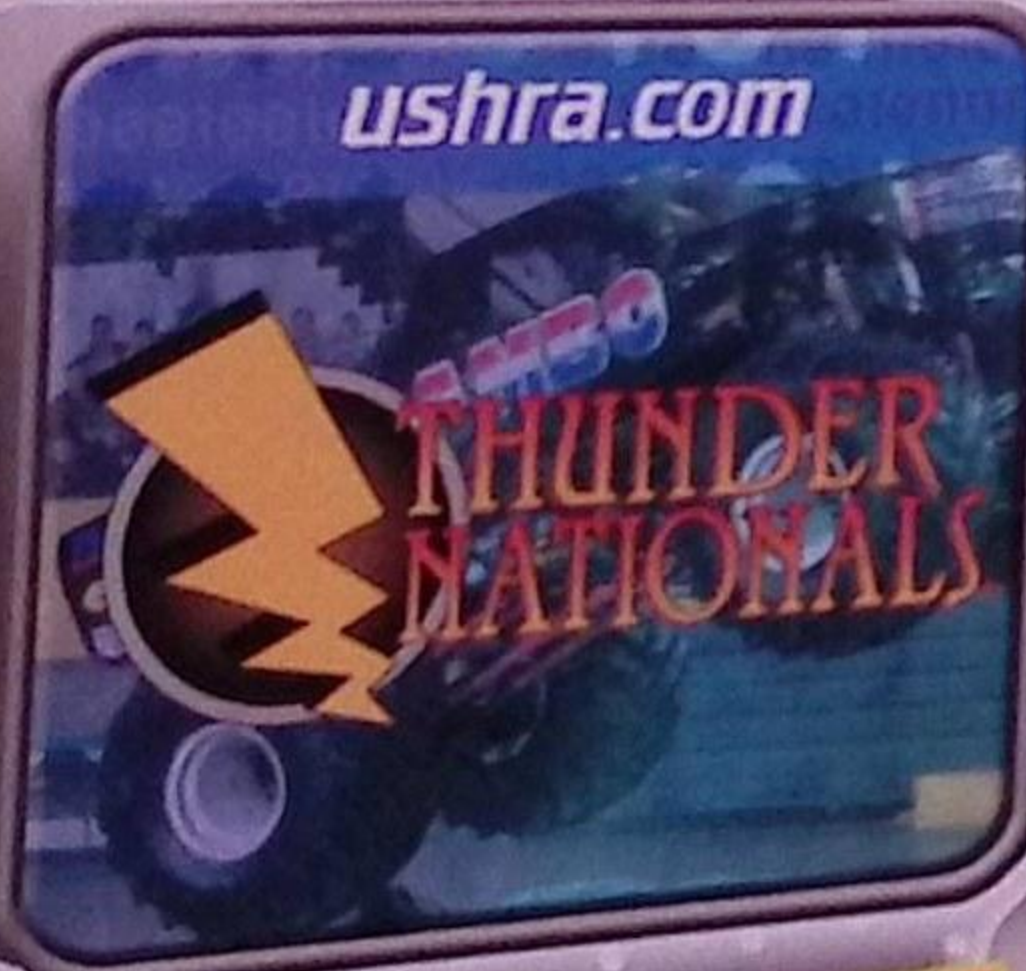
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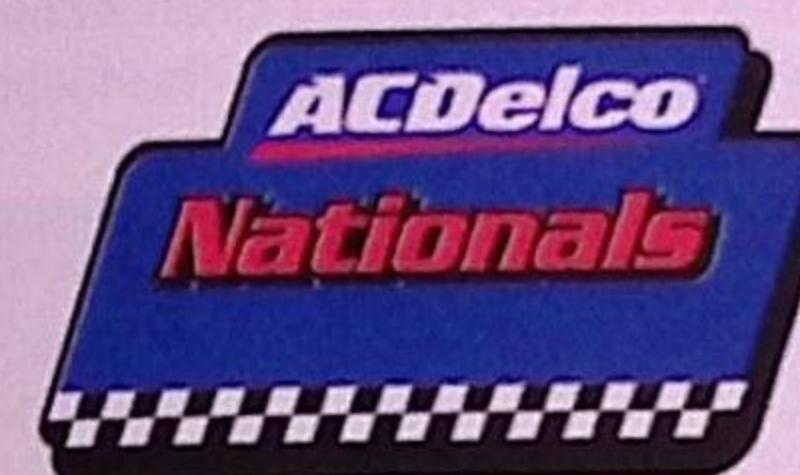
May 21-23

Richmond, Virginia

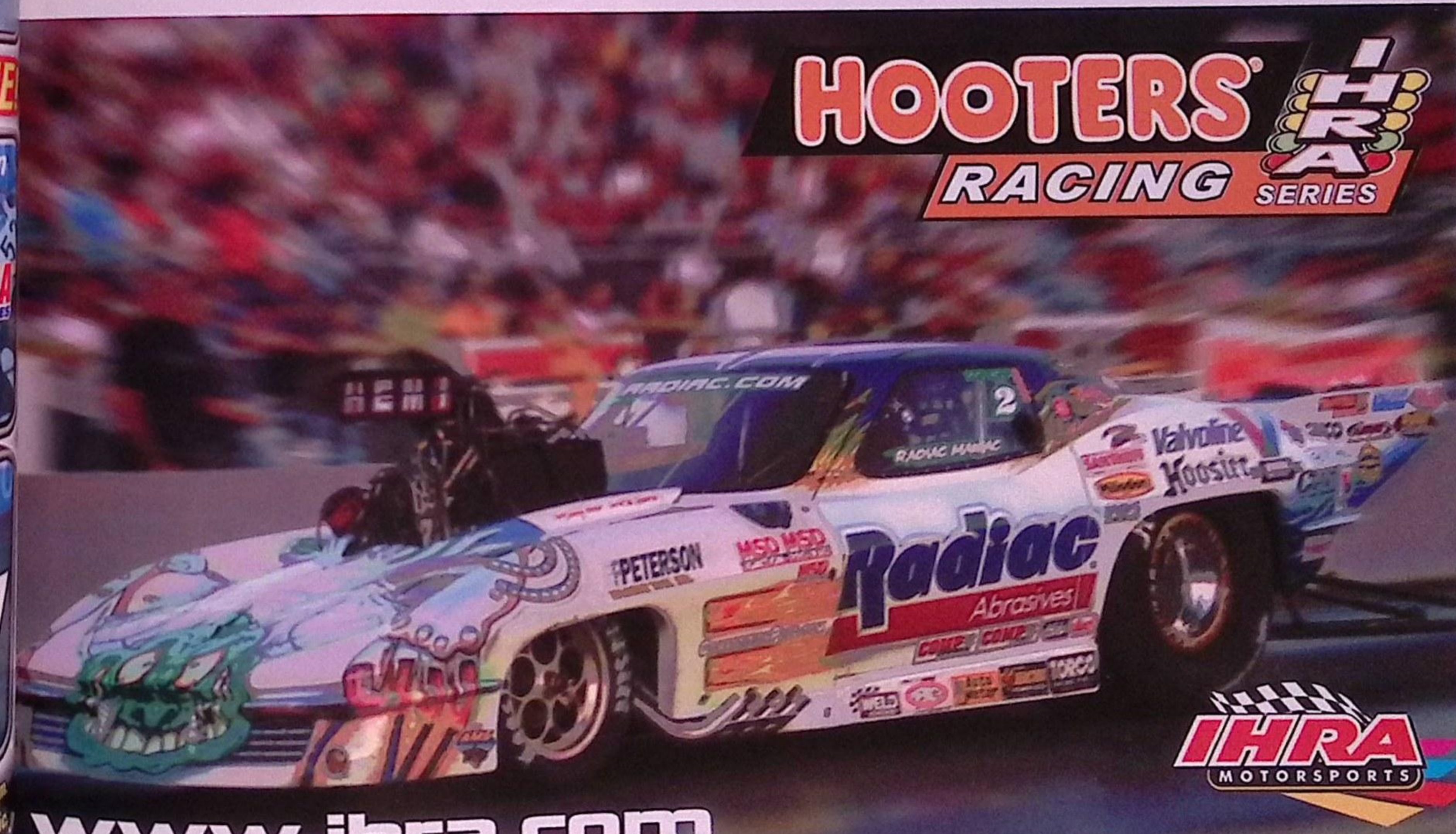
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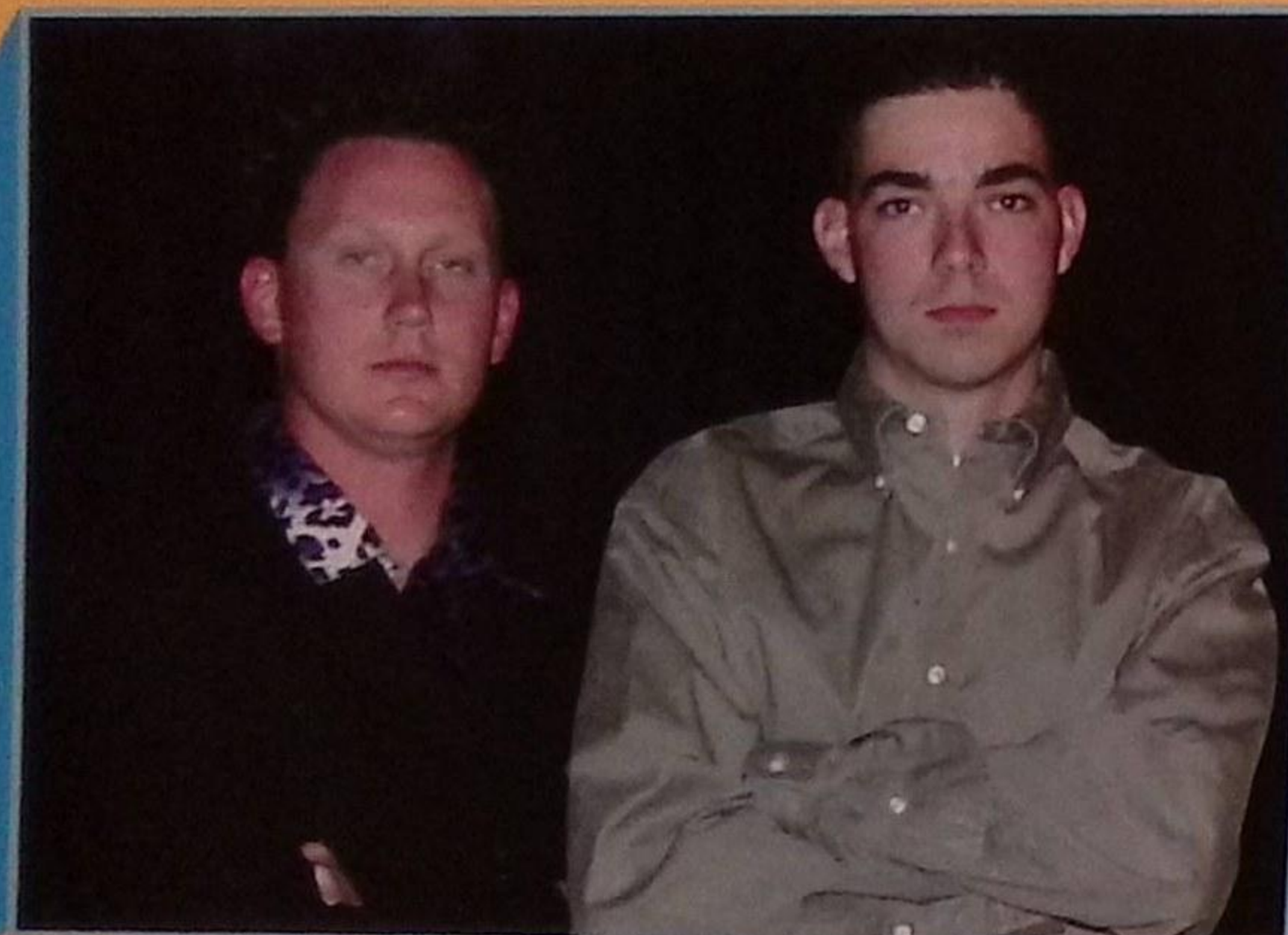
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RISING STARS OF THE USHRA

In looking for the next great driver, the question often arises: where will the next Dennis Anderson and Tom Meents come from? Neither Tom nor Dennis just magically appeared in the upper echelon of drivers on the monster truck scene. Tom Meents began making a name for himself while driving Bulldozer and Monster Patrol, but it wasn't until he took control of Goldberg that wins became commonplace. Dennis Anderson didn't start in the monster truck-racing world as anyone's hero. But his famous phrase, "I'll take this piece of junk and dig you a grave," revolutionized the monster truck world, converting it to a racing and performance driven industry.



GEORGE BALHAN (LEFT) AND RYAN HUFFAKER TAKE THEIR NEW CAREERS SERIOUSLY.

Becoming a great monster truck driver takes a lot of time, a lot of races, and a lot of hard lessons learned. Young drivers like George Balhan (Blue Thunder), Jim Bendzick (Rolling Thunder), Brandon Harrington (Spider-Man, Vette King), Ryan Huffaker (Blacksmith), Mark Johnson (Little Tiger), and Bryan Winston (Inferno) provided some insight into the lives of monster truck drivers as they're just beginning their careers.

GEORGE BALHAN - BLUE THUNDER

2003 was Balhan's first season as a full-time driver in monster truck racing. A former quad racer at USHRA events, Balhan displayed the makings of an entertainer and landed himself a try-out behind the wheel of Spider-Man. To everyone's surprise, Balhan was good. Really good. "Sometimes I think your career picks you," says Balhan. "Who in the world is lucky enough to get paid for driving trucks, racing, and signing autographs?"

In 2003 Balhan got behind the wheel of Spider-Man, the Teeange Mutant Ninja Turtle, and Blue Thunder. It looks like he has found a permanent home for 2004 in Ford's Blue Thunder. Anyone who can beat Pablo Huffaker (a turning course expert)

on a turning course, a feat Balhan pulled off twice in Franklin, Pa. with Blue Thunder, is in the truck he's meant to drive.

JIM BENDZICK - ROLLING THUNDER

Jim Bendzick has dreamed of building and driving a monster truck since he was a child. The son of a farm implementor, Jim and his family built Rolling Thunder from the ground up with mostly hand-machined parts until they could afford to put more high-performance racing parts in the truck. "Before I put the alcohol motor in the truck, I built a truck in my yard and put in a gasoline engine so I could get the feel of



JIM BENDZICK MAKES A GOOD SAVE AT A 2003 THUNDER NATIONALS EVENT.

going over the obstacles, doing donuts, wheelies, and in general being a good performer," says Bendzick.

Bendzick and Rolling Thunder only compete in about 15 events a year as he feels that it's important to be at home for his family, especially while his kids are in school. This year Jim is earning a reputation as a showman and a competitor, especially on the Monster Jam Summer Heat and Thunder Nationals circuit. He hopes to be the best competitor on the floor of the arena or stadium someday. "I used to be sitting in those seats saying 'I am going to build and drive my own monster truck one day.'" Today, he is living that dream.

BRANDON HARRINGTON - VETTE KING

Harrington enters 2004 with two complete years of racing under his belt. Long-time crew member and tractor-trailer driver for Gary Porter, Harrington's had some of the best racing and mechanical training in the business. In 2003, Harrington's prize ride was Spider-Man, which made him an instant fan-favorite. In 2004, Harrington will return to his much-loved Vette King, a 1954 Corvette body. Humble as always, Brandon considers his second year of driving a learning year. "We [Gary Porter and I]

went to a lot of places. 2003 was our busiest year yet and we didn't have much breakage, so I think it was a good year," adds Harrington.

Brandon believes that he is learning to put on a better show for the fans. "I try and think about what I would want to see if I were watching the show. I'd like to see a lot of big air, fluid motion, and definitely no backing up to hit an obstacle."

RYAN HUFFAKER - BLACKSMITH

Ryan Huffaker, son of Pablo and Tina Huffaker of Grave Digger fame, began driving Blacksmith in October of 2001. With a good pedigree and some experience under his belt, Huffaker's enthusiasm and family-business training will likely take him far in his second year on the circuit.

A senior at Texas A&M, Ryan has



MARK JOHNSON IN FREESTYLE COMPETITION.

structured his class schedule to allow driving Blacksmith for the upcoming season. "I can do the one day shows closer to home and not miss my Friday morning class," comments Huffaker. His commitment to his studies and attention to time management has landed him in the Golden Key Honor Society, recognizing his standing in the top 15 percent of junior and seniors at A&M.

After his first time driving Blacksmith, Huffaker was surprised at how much you are "tossed around" in the cab of the monster truck. "It's like mosh pitting," he added.

MARK JOHNSON - LITTLE TIGER

Little Tiger's got a new driver this year, Mark Johnson. Johnson hails from Little Tiger owner Brian Barthel's

hometown of Big Lake, MN. Making the transition from crewman to driver in two short years, Johnson is quickly making his mark as he gains experience. His first racing win was in Moline, IL, against veteran driver Rod Schmidt in Grave Digger.

"This year I just want to do as well as I can, work on racing and freestyle, not do damage to the truck, and learn. I'll focus on being great some other time. I just want to learn how to put on good show for the crowd right now," says Johnson.

He is quiet and shy but he reminds us to remember the old saying, "it's the quiet ones you have to worry about."

BRYAN WINSTON - MONSTER MUTT

2003 was Bryan's first year behind the wheel as the driver of the monster truck, Inferno, which was wife Kathy Winston's truck from 2002.



BRANDON HARRINGTON SAW ACTION IN SPIDERMAN IN 2003.

Bryan was Kathy's crew chief in 2002 and when she got a new truck in 2003, Bryan took the opportunity to drive Inferno.

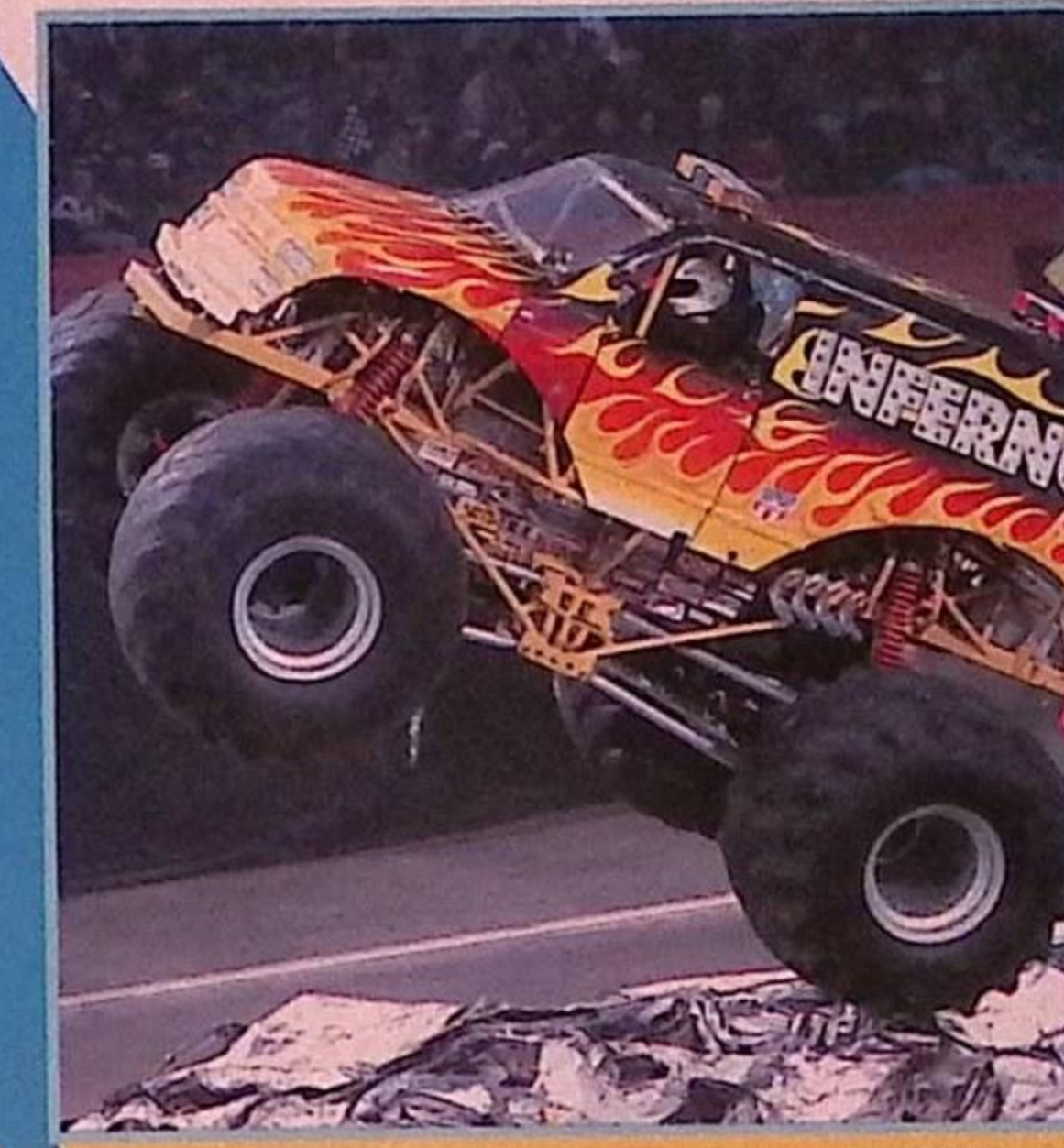
"Kathy and I are going to be the first husband wife monster truck team in the Monster Jam World Finals," predicts Winston. Driving a truck like Inferno, it's a good thing that he was Kathy's crew chief for a year before taking over in the truck as a driver. "Inferno is great truck, but it (the chassis, frame and suspension of the former Grave Digger #3) was built in 1989 by Dennis Anderson. It was his original 4-link suspension truck," comments Winston. "It's a rolling piece of history."

He was surprised at how small some of the tracks appeared from behind the wheel of a monster truck. "When you are walking around on the floor, everything

looks so big. But once you are up in the truck, behind the wheel, the floor, the obstacles, everything gets really small."

Winston hasn't been without some growing pains as a driver. In 2003, one of the Houston tracks had a water element. Every time Inferno crossed the water element, the truck shut down, indicating some type of electrical problem. "We looked the truck over from top-to-bottom and couldn't find the problem during the event," said Winston. "Later, when were packing up the trucks, I came across this little bent wire by accident when my arm brushed up against it, and I'll be, that was the problem. I wish I had been able to find that during the show."

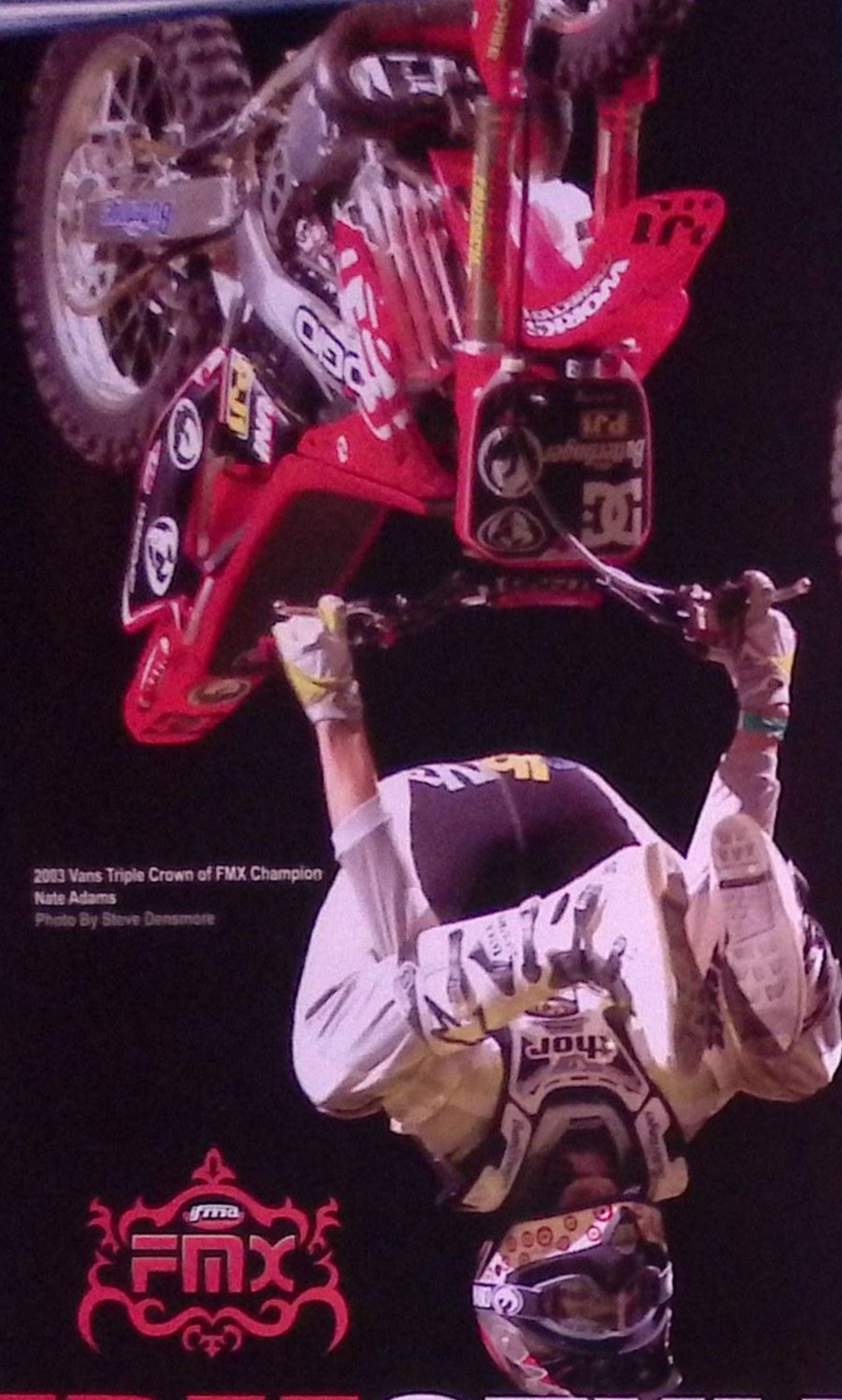
Winston had a pretty good year in 2003, and is well on his way to becoming a fan favorite. He did mention, "I just hope I don't have to face Kathy on the line too much, because we'll mess up both of our trucks."



BRYAN WINSTON BURNED UP THE TRACK IN INFERNO.

Proving his mettle behind the wheel, Bryan was rewarded by being chosen to be one of the drivers of the new Monster Mutt team. A testament to his natural ability to interact with fans, he was the perfect choice to drive one of the new favorites on the USHRA circuit.

Although most of these drivers haven't been behind the wheel of their trucks for longer than two years, each of them has learned that driving a monster truck takes a lot more than skill on the track. Between the knowledge of different types of tracks and racing styles, to dirt differences and the mechanical knowledge of each of their trucks, each one of them has accomplished quite a lot in their first two years. We look forward to seeing them compete with the USHRA in the Monster Jam and Thunder Nationals in 2004 and beyond.



2003 Vans Triple Crown of FMX Champion
Nate Adams
Photo by Steve Denamore



National Arenacross Contender
Tommy Holmester
Photo by Ray Gundy



FREESTYLE ARENA CROSS SUPERCROSS

- 1/2-3 Oakland, CA
- 1/2-3 Sacramento, CA
- 1/9-10 Philadelphia, PA
- 1/9-10 Worcester, MA
- 1/16-17 Dallas, TX
- 1/23-24 Denver, CO
- 1/23-24 Auburn Hills, MI
- 1/30-31 Cincinnati, OH
- 1/31 San Antonio, TX
- 2/6-7 Pittsburgh, PA
- 2/13-14 Salt Lake City, UT
- 2/20-21 Columbia, SC
- 2/27-28 Portland, OR
- 3/5-6 Little Rock, AK
- 3/12-13 Greenville, SC
- 3/26-27 Milwaukee, WI

- NATIONAL**
- 1/2-4 Ft. Worth, TX
 - 1/9-11 Des Moines, IA
 - 1/16-18 Baltimore, MD
 - 1/23-25 Hampton, VA
 - 1/30-2/1 Cleveland, OH
 - 2/6-8 Guthrie, OK
 - 2/13-15 Denver, CA
 - 2/20-22 Sacramento, CO
 - 2/27-29 Kansas City, MO

- REGIONAL**
- Columbus, OH 1/2-4
 - Grand Rapids, MI 1/2-4
 - Charlotte, NC 1/9-11
 - Toledo, OH 1/9-11
 - Memphis, TN 1/9-11
 - Bridgeport, CT 1/16-18
 - Nashville, TN 1/16-18
 - Dayton, OH 1/16-18
 - Louisville, KY 1/23-25
 - Raleigh, NC 1/30-2/1
 - Huntington, WV 2/6-8
 - Springfield, IL 2/6-8
 - Greensboro, NC 2/20-21
 - Wilkes Barre, PA 2/27-29
 - Green Bay, WI 2/19-21
 - Omaha, NE 2/19-21
 - Wichita, KS 2/19-21
 - Tacoma, WA 2/26-28

- 12/6 SEVILLE, SPAIN*
- 12/13 ARNHEM, HOLLAND*
- 1/3 ANAHEIM, CA*
- 1/10 PHOENIX, AZ*
- 1/17 ANAHEIM, CA*
- 1/24 SAN DIEGO, CA*
- 1/31 ANAHEIM, CA*
- 2/7 SAN FRANCISCO, CA*
- 2/14 HOUSTON, TX*
- 2/21 MINNEAPOLIS, MN*
- 2/28 ATLANTA, GA*
- 3/6 DAYTONA, FL*
- 3/13 ST. LOUIS, MO*
- 3/20 INDIANAPOLIS, IN*
- 4/3 PONTIAC, MI*
- 4/17 DALLAS, TX*
- 4/24 SALT LAKE CITY, UT*
- 5/1 LAS VEGAS, NV*

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Fun In The Summer!

By Andrew Palochko

Every year the Monster Jam "indoor" season finishes with a spectacular evening of racing and freestyle action at Sam Boyd Stadium in Las Vegas. But that doesn't mean that the hard working men and women of Monster Jam have time off. In fact, after a few weeks of refueling and repairing from the long winter tour, they're all back out on the road, tearing up the speedways and fairgrounds that grace the scenic highways and byways of our country. It's the Monster Jam Summer Heat tour, and it's one of the most exciting, fastest growing series in all of monster truck entertainment.

In the past few years, the USHRA has seen an explosion in the number of fans who enjoy and follow the Monster Jam circuit. To accommodate these fans and to further refine the sport's elite series, the USHRA added approximately 20 new Monster Jam events across North America in 2003. Lots of fans who watched the World Finals on SPEED Channel or collected the Hot Wheels Monster Jam toys got to see their heroes in person for the first time, and the Monster Jam drivers got to reach fans in cities and towns they've never visited before.

Boys of Summer

Though the summer events are a different animal than the winter mega-events that headline the tour, much is the same. The same superstars that wow crowds in places like the Georgia Dome and Reliant Stadium can be seen at your local speedway, tearing up the track and the competition every Saturday night. There's no second string and no minor leagues—Dennis Anderson, Tom Meents, Randy Brown, Gary Porter and the rest of the Monster Jam drivers look forward to competing in the summer events each year.

In fact, much of the USHRA's history has been written at the summer events that have become as much a tradition as the annual gathering for the World Finals. The Lebanon Valley Speedway event has some of the deepest roots on the USHRA tour. Dennis Anderson and Gary Porter used to battle each other on the long New York track 15 years ago, and today they compete as a team. Huge capacity crowds greet the USHRA each and every year at Lebanon Valley, comprised mostly of the same folks who have attended for years. The fans at "West Leb" are as much a part of the tradition as the monster action. They bring scrapbooks from the old days and chart their children's growth with pictures of the kids with the drivers. Some even paint their houses to welcome the USHRA to town.

Loyal fans in new towns

Just as Dennis, Gary, and the other veterans have

watched their fans' kids grow up, their fans have watched them grow up and grow through the business as well. From the days of "One Run Anderson" and "The Lone Wolf" Gary Porter to the present-day Digger juggernaut that dominates events and crowds from coast to coast, these drivers find one of their coziest and most loyal homes at the upstate New York racetrack.

This year's storied events at places like the Hagerstown Speedway in Maryland and the Stafford Motor Speedway in Connecticut were joined by facilities like the Dodge City Raceway Park in Kansas and the Northern Maine Fairgrounds. These facilities had never seen monster trucks before the USHRA thundered into town—and each town has adopted a unique legacy that will be developed in the years to come.

A family affair

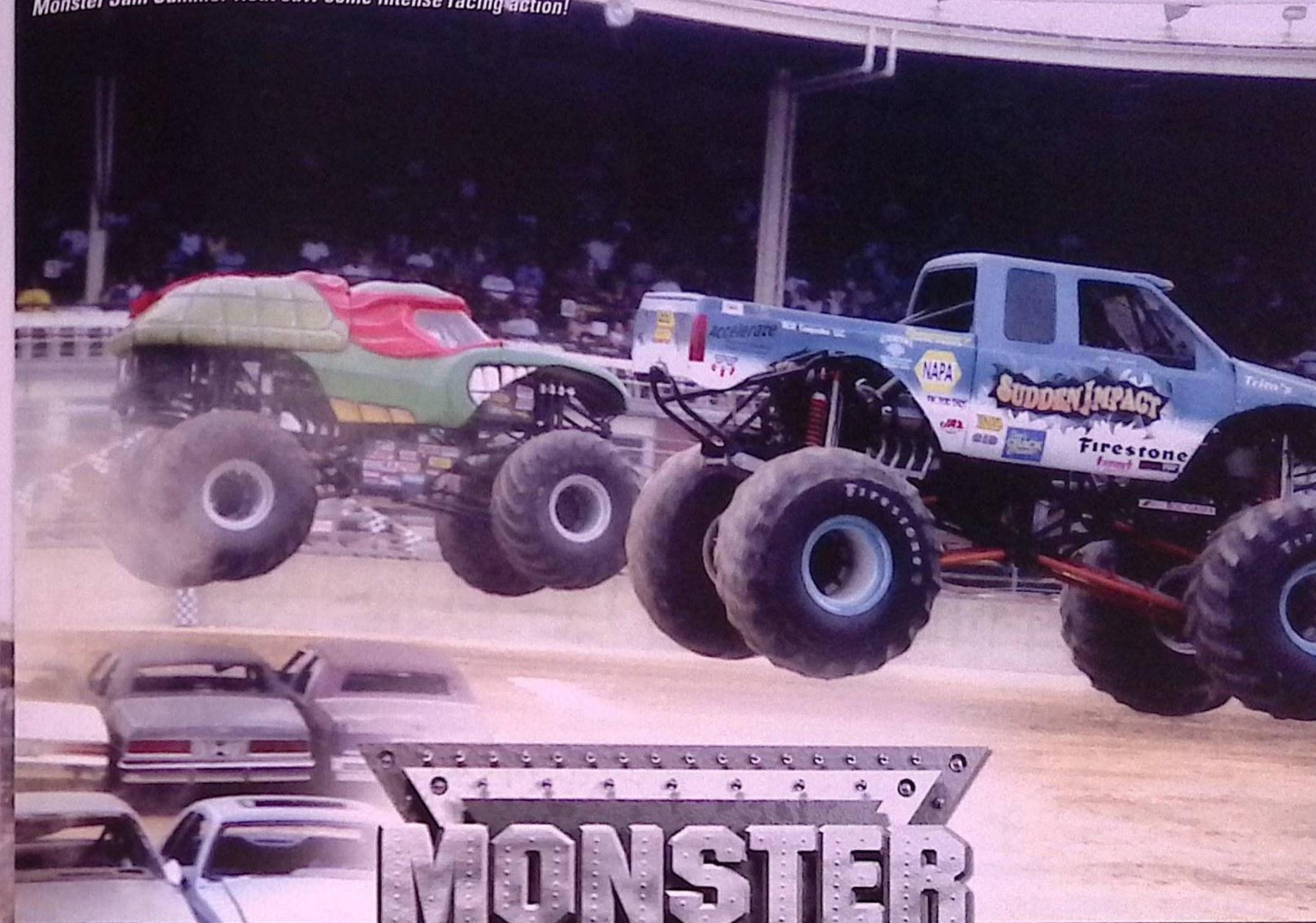
The tight-knit group of drivers, tech officials, event directors, and track crew that travels the country together is often referred to as the USHRA family. Summer is traditionally family time. Many of the drivers stay on the road in between the Summer Heat events, sightseeing or visiting with friends and family in between the shows. Monster truck drivers open their homes and shops up to the rest of the USHRA family who might need a quick fix or major repair in between shows. It is indeed special how the USHRA family comes together to help one another in the best interest of the fans.

And speaking of family, once school is out for the summer, the kids of Monster Jam become full-time crew chiefs. Ryan Disharoon (Backdraft), Jeremy Slifko (Eradicator), and Mikey Vaters (Black Stallion) all spend the summer with dad and they're a valuable ingredient in dad's success.

The Sharon Speedway in Ohio hosted its first ever Monster Jam this past September—and this event was perhaps the epitome of the USHRA family. Three of the USHRA's husband-wife teams—Pablo & Tina Huffaker, Mark & Monique Schroeder, and Dan & Lorrie Evans—were on hand to compete. So while Pablo, Mark, and Dan were signing autographs, Tina, Monique, and Lorrie handled the air wrenches and lug nuts, tiring down the trucks to make it to the next show.

Meanwhile, Blue Thunder's Tony Farrell had a guest crew member for the weekend, Tony's son Ethan. And the hometown boy, Dave Rappach of Rap Attack, hosted friends, family, and sponsors all weekend. To the drivers, crew, and tech staff of the USHRA, that's what the Summer Heat season is all about: spending quality time with family and extended family and producing some of the best and most entertaining shows we've ever seen.

Monster Jam Summer Heat saw some intense racing action!



MONSTER JAM

Summer Heat



Jeremy Slifko (Eradicator) attends a unique "Summer school."

Neil Elliott wrenches on Maximum Destruction in the mud.

ASK A DRIVER!

You had questions, so we got answers! At ushra.com, we compiled a list of questions you e-mailed for your favorite Monster Truck drivers and hunted them down to get the answers. Here are some of the best:

WHAT IS YOUR #1 FAVORITE PLACE TO RACE IN? WHAT IS YOUR FAVORITE PLACE TO FREESTYLE?
- Josh J., Houston, TX

Dennis Anderson - Grave Digger: "My favorite place to race is the Astrodome because the first time I raced in Houston I hauled my truck there on a flatbed hitched to a school bus and the people loved it. I walked in and looked up at the ceiling and almost got dizzy. I said to myself, 'I can't believe we made it - we're racing in the Astrodome.'"

My favorite place to freestyle is at the World Finals (Sam Boyd Stadium, Las Vegas). It's the track with the biggest, baddest obstacles out there. There's a lot of pressure to do well, but it's really worthwhile and you feel really good about it if you can pull it off."

DENNIS, CAN YOU TELL ME WHAT IT FEELS LIKE TO ROLL OVER YOUR TRUCK UPSIDE DOWN?
- Nick S., Oglesby, IL

Dennis Anderson - Grave Digger: "Rolling your truck is a crazy feeling - really exciting. It's actually hard to describe to someone who has never done it. It's a thrill. You never know which way is up or when it's going to stop. People think that I do it on purpose, but I don't. I just end up doing it because I drive the truck so hard."

WHO CAME UP WITH THE PAINT SCHEME FOR YOUR GRAVE DIGGER TRUCK?

-Adam R., Mechanicsville, VA

Dennis Anderson - Grave Digger: "Fred Bauman, an old 'hippie' guy from northern Virginia, came up with the Grave Digger paint scheme. He did custom Harley work and I needed a paint job that matched the Grave Digger name."

HEY DENNIS, I WAS WONDERING IF GRAVE DIGGER IS THE ONLY TRUCK YOU'VE EVER PILOTTED?

- Chris B., Baldwinville, NY

Dennis Anderson - Grave Digger: "I drove another truck in Bloomsburg, once, at the Bloomsburg Jamboree. My truck was wrecked and Mad Man's crew chief, his wife, really wanted to see what the truck could do when it was driven hard. So, I drove the truck like a wild-man that night but only a few people in the pits knew that I was behind the



DENNIS ANDERSON ABOUT TO GET A CLOSE-UP OF THE TRACK.

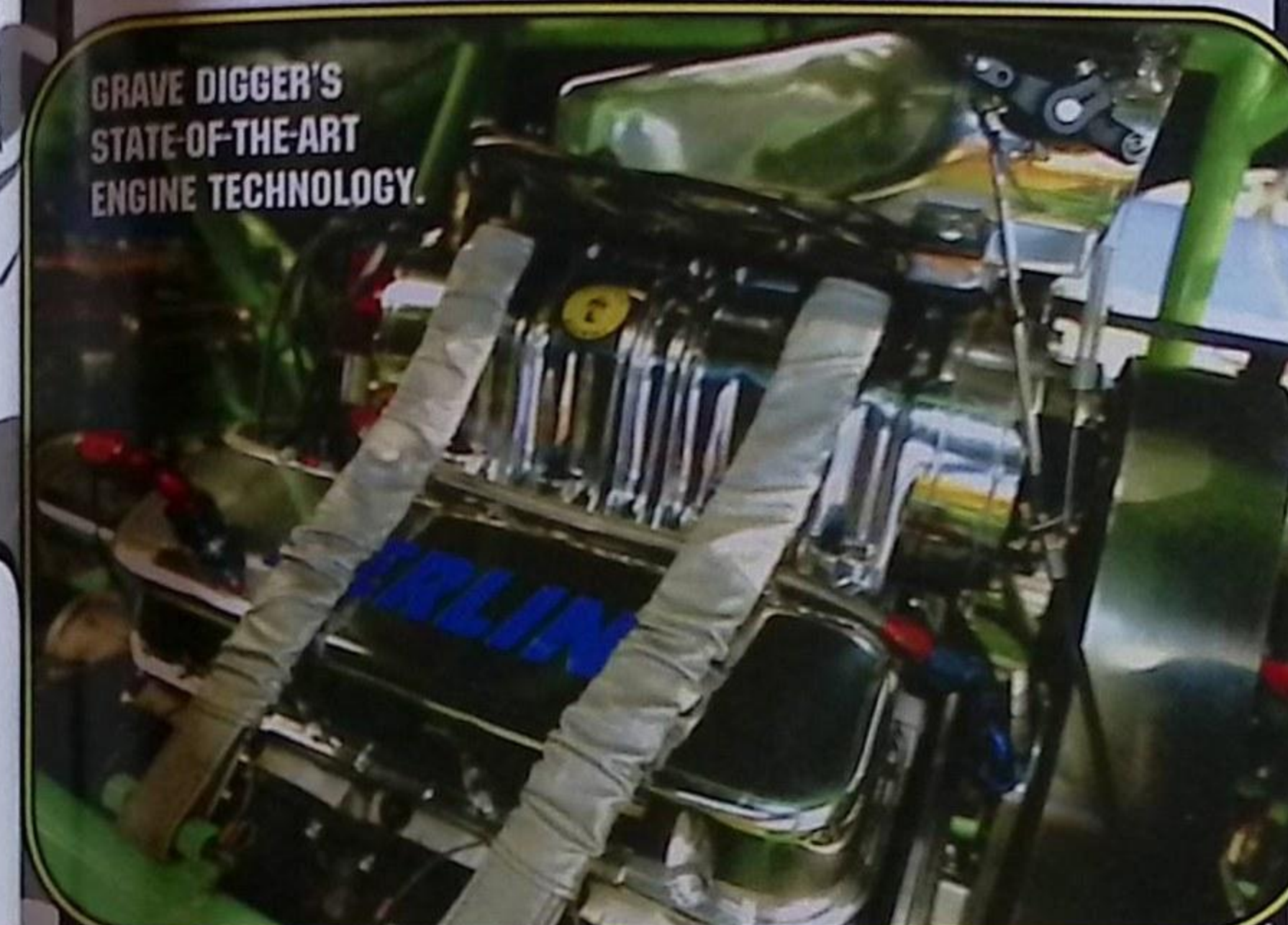
wheel, and not the truck's driver, Kid Rarick. I got the biggest air of the weekend in that truck and made the truck nose-dive. A photo of the run from that weekend, with me driving, ended up in a magazine."

HOW LONG DOES A MOTOR LAST IN A MONSTER TRUCK WHEN IN COMPETITION? IS IT REBUILT AFTER A SHOW?

- James F., Oshkosh, WI

Dennis Anderson - Grave Digger: "Our motors usually last all season because we now have a regular maintenance schedule. After every show we check the oil pressure and all the cylinders. If the oil pressure is still good, then the motor is probably fine. If the oil pressure is weak then we do a leak compression test. Richard Midget is in charge of doing all this for me - he has been for 12 years, he is 'the man.'"

GRAVE DIGGER'S STATE-OF-THE-ART ENGINE TECHNOLOGY.



WHY DON'T MONSTER TRUCKS USE TUBES IN THE TIRES? WOULD THIS HELP THE TIRES FROM COMING OFF OF THE RIMS?

- James F., Oshkosh, WI

Dennis Anderson - Grave Digger: "I don't know if a tube would help them from coming off the rim, but I know we don't use tubes because monster truck tires are 66" x 43" and weigh between 600 and 700 pounds each. The tube would add an additional 200 to 225 pounds and we don't want that extra weight. We have found that using a narrower rim, approximately 32" rather than 38" or 40", actually keeps the tire on better."

I WAS WATCHING AN OLD MONSTER JAM TV SHOW AND IN BETWEEN THE HEADLIGHTS ON GRAVE DIGGER, THERE WAS A CHROME GRILL. NOWADAYS THE GRILL IS ABSENT. WHY?

- Matthew Stoltz, Greensburg, PA

Dennis Anderson - Grave Digger: "Some of my trucks were built fancier than others in the past and for a while we tried this chrome looking grill that was actually made from steel. We removed it from the truck because I tore the truck up so much it got to be a lot of work to replace it

DIGGER WITH A TOOTHLESS SMILE.



every weekend and it added a lot of weight to the truck. In order to be a sleeker racing vehicle, we just decided to leave off the grill. I've gotten quite a few fan letters about how fans liked the way it looked, maybe we'll try and make something out of fiberglass."

WHAT STEPS DO I HAVE TO TAKE TO BECOME A MONSTER TRUCK DRIVER?

- Randal M., Buchanan, TN

George Balhan - Blue Thunder: "Most monster truck drivers have some other type of racing experience. I came from a motocross and ATV background and was in the right place at the right time. Some of the guys came from the tractor pulling ranks and mud racing as well as other forms of motor sports. Also, a few guys worked their way up from crewing on some of the trucks."

WHY DOES THE DRIVER SIT IN THE CENTER OF THE TRUCK?

- Austin W., Smithfield, VA

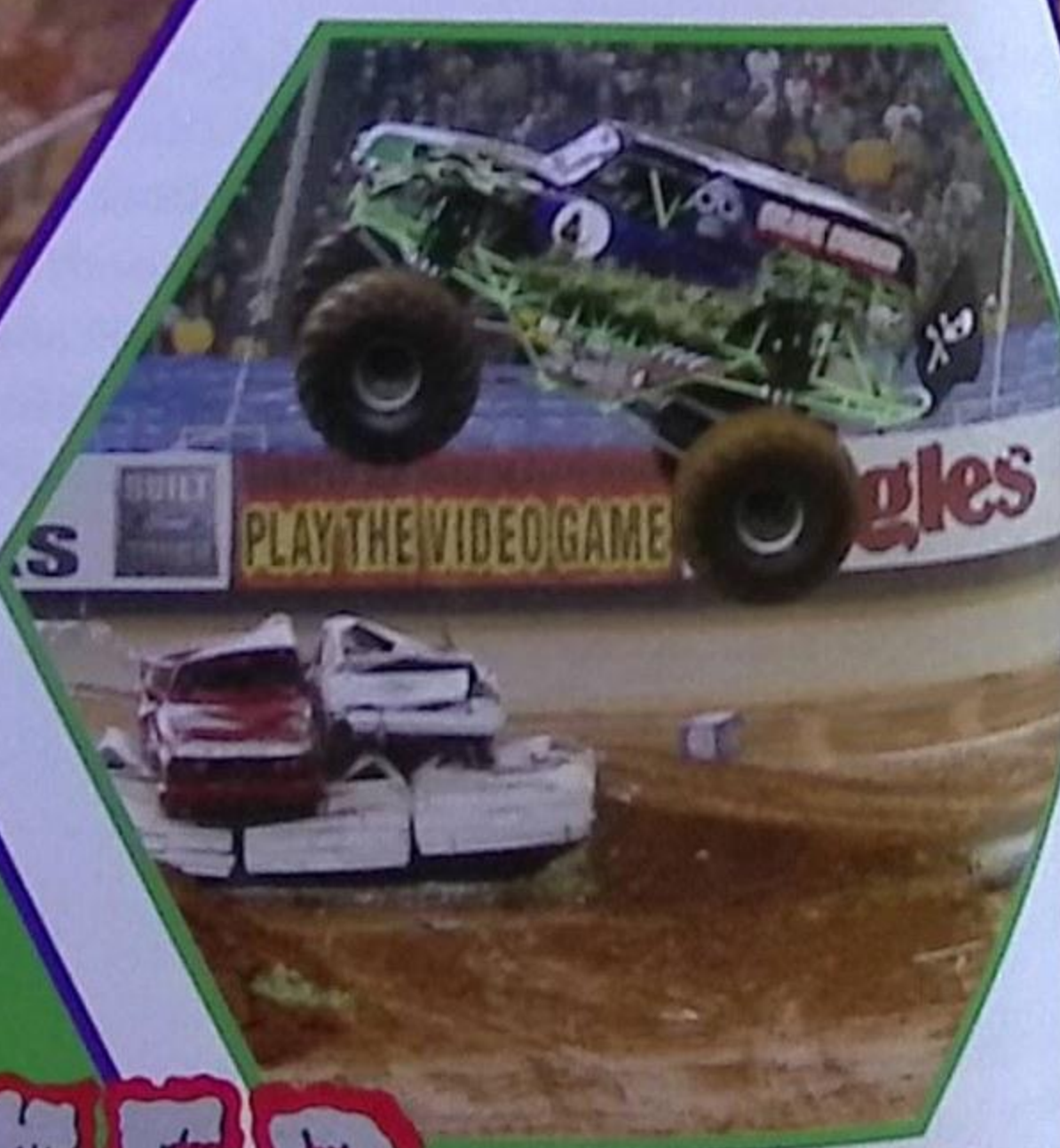
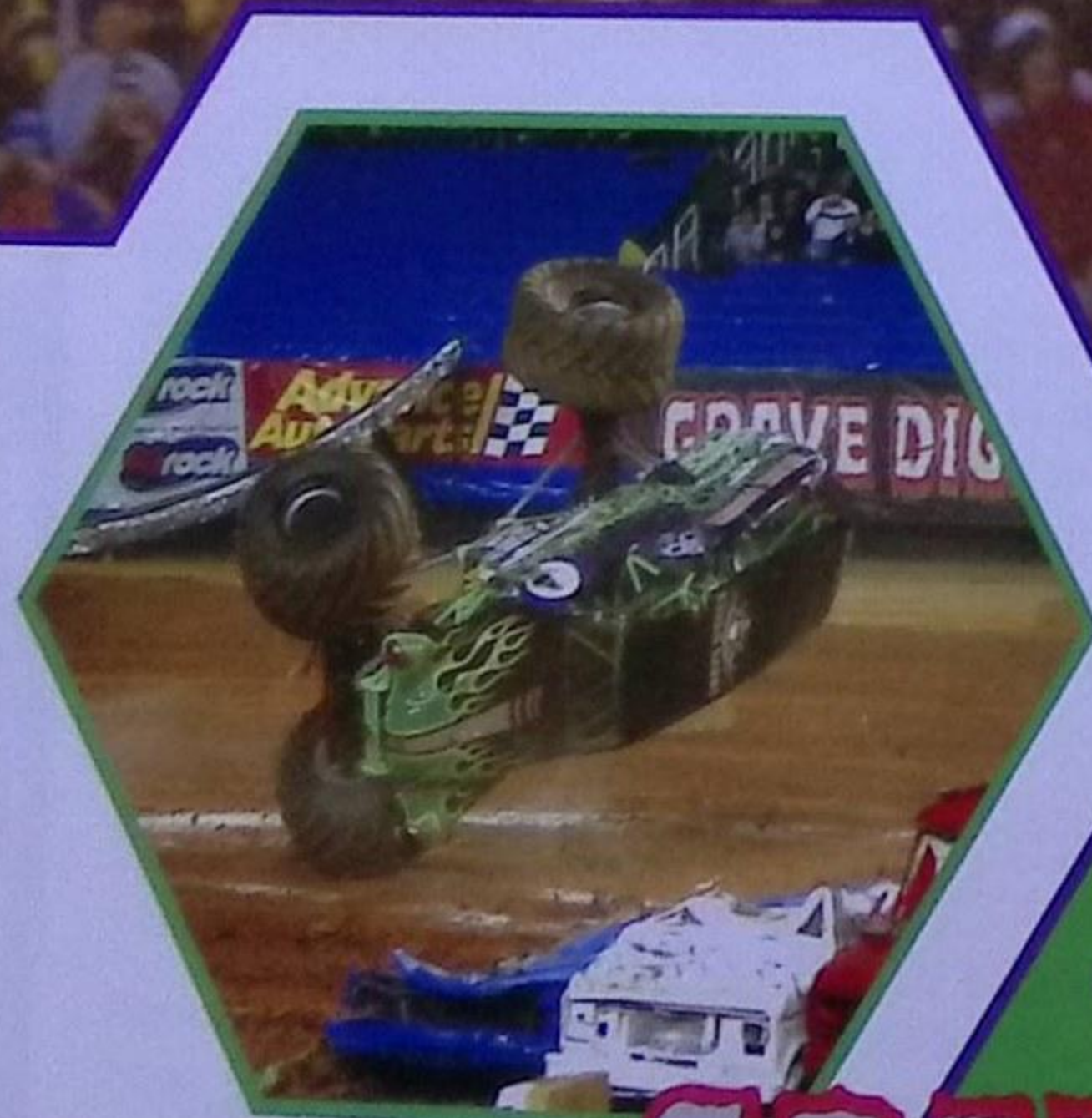
John Seasock - Sudden Impact: "Good question - the driver sits in the center of the monster truck for three primary reasons:

- 1) With the driver in the middle of the truck there is less chance of an object coming in onto the cab and hitting the driver.
- 2) There is less movement on the driver. Picture sitting in the middle of a see-saw. You don't move that much. Then sit on the end and you move a lot more. Sitting in the center of the monster truck is the same kind of principle.
- 3) There is much greater visibility around the sides of the truck.

HEY GUN SLINGER, HOW MANY DAYS A YEAR ARE YOU AWAY FROM HOME? AND WHAT DO YOU DO IN YOUR FREE TIME?

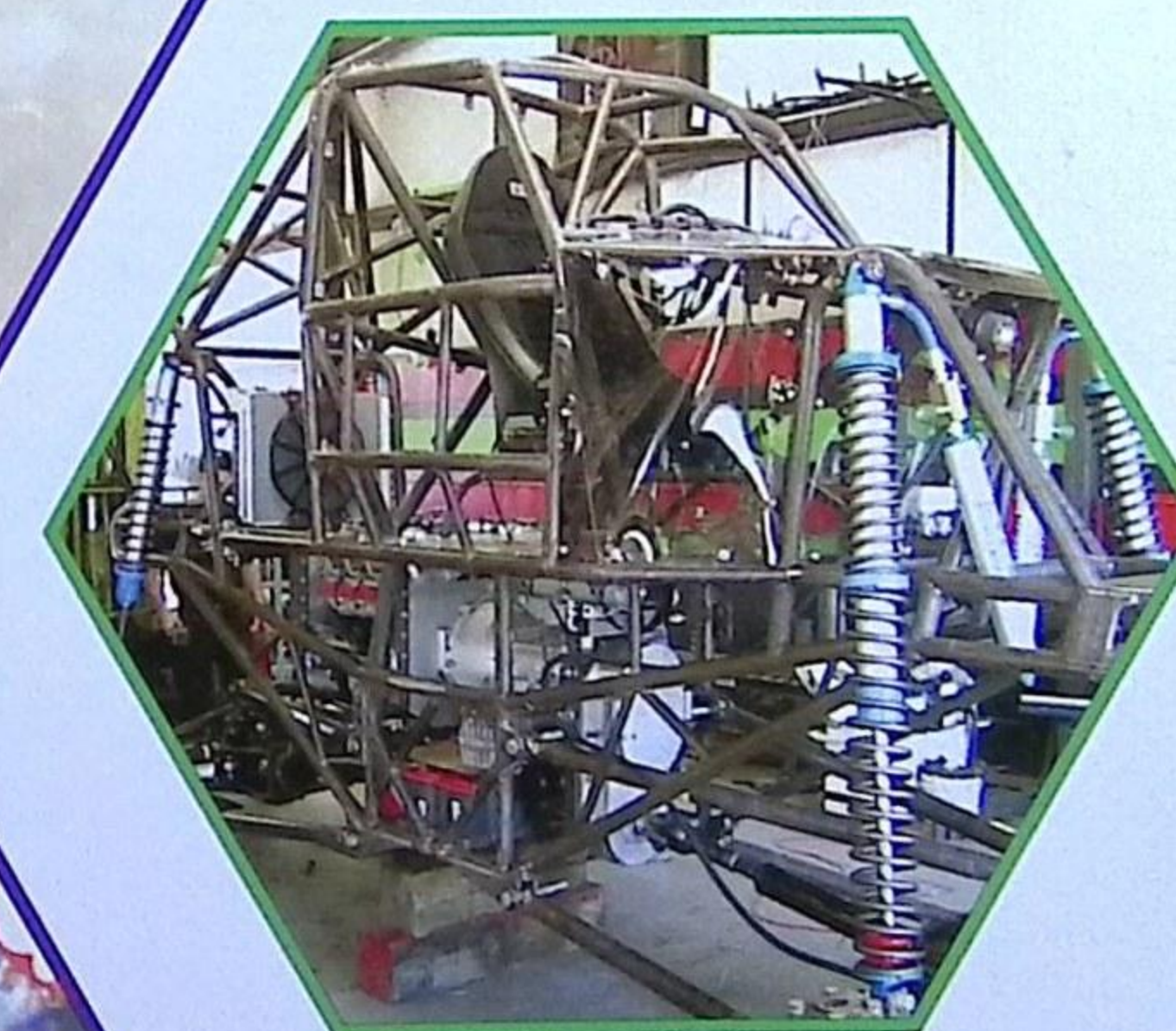
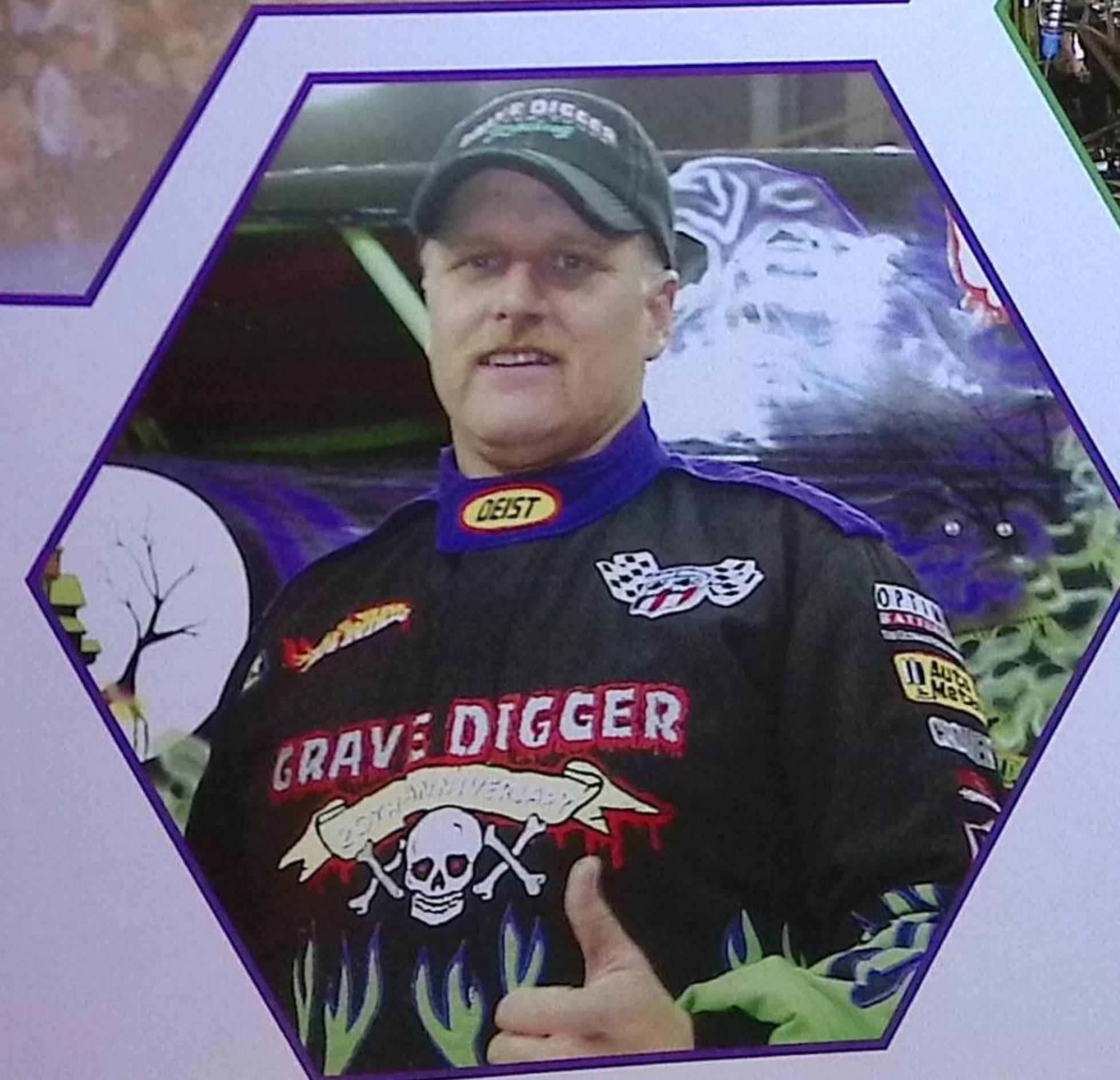
- Patrick D., Windsor Locks, CT

Scott Hartsock - Gunslinger: "I am away from home between 130 and 140 days a year racing GunSlinger. In my free time I enjoy just about anything outdoors, and spending time with my family."



DRIVER AND CREATOR:
DENNIS ANDERSON
HOMETOWN: KILL DEVIL HILLS, NC
BODY TYPE: 1950 CHEVY PANEL TRUCK

GRAVE DIGGER
MONSTER TRUCK
Racing



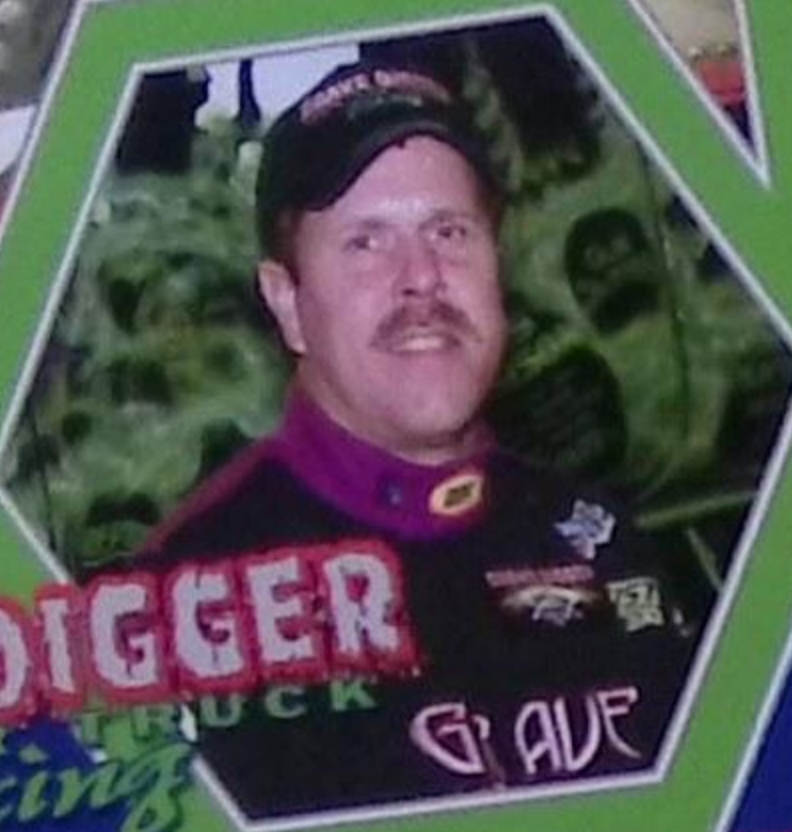
LOOK FOR DENNIS' NEW CREATION,
GRAVE DIGGER XIX, THE MOST
INNOVATIVE MONSTER TRUCK TO DATE.

SEE PAGES 52 & 53 FOR INFO ON THE
OTHER GRAVE DIGGER DRIVERS!

GARY PORTER



GRAVE DIGGER
MONSTER TRUCK
Racing



GARY PORTER

GRAVE DIGGER Highlights:
- "Going into the Houston Astrodome in 2002 as an underdog to Tom Meents and winning racing and freestyle!"
- "All the support of the fans, my wife Penny and Taylor"

The Best Part of Driving GRAVE DIGGER:
"Knowing you're the fan favorite, even though it puts more pressure on you since the fans expect more. They expect what Dennis does!"

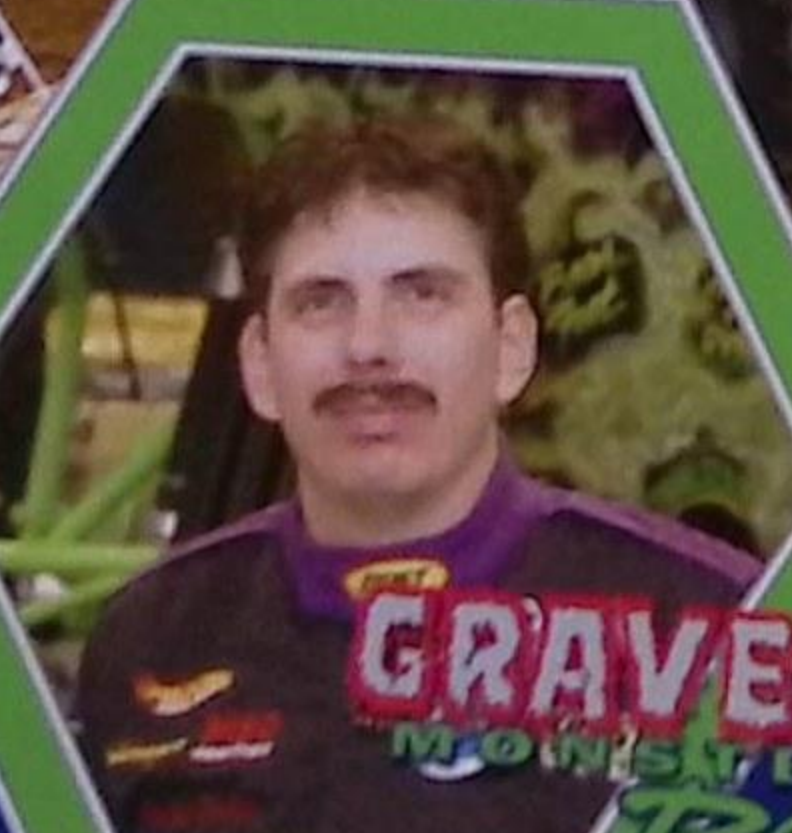
DENNIS says:
"He's a good driver. He does a real good job and satisfies the fans."

Grave Digger Driver
Since: 2001
Hometown:
Teachland, NC
Date Of Birth:
7/31/61

CHARLIE PAUKEN



GRAVE DIGGER
MONSTER TRUCK
Racing



GRAVE DIGGER Highlights:
- "Everytime I take it right to the edge of a roll-over or a crash and bring it back. That's driving to me."
- "I always like going back to Anaheim. I had a great save there."

The Best Part of Driving GRAVE DIGGER:
"Definitely the fans. Putting a smile on a kids face is everything"

DENNIS says:
"Chuckie's a good one. He drives the truck hard, he screams it, pogos it, goes crazy in it and pulls it out of some crazy looking predicaments. He turns the fans on!"

Grave Digger Driver
Since: 1998
Hometown:
Toledo, OH
Date Of Birth:
2/6/67

JASON CHILDRESS



GRAVE DIGGER
MONSTER TRUCK
Racing



JASON CHILDRESS

GRAVE DIGGER Highlights:
"I've done alot of things in monster trucks but just becoming part of the Grave Digger team is at the top of the list!"

The Best Part of Driving GRAVE DIGGER:
"All the kids put you on a pedestal as a Digger driver which forces you to be the very best you can be. I've raced against Dennis, so to be on the same team as him is the chance of a lifetime!"

DENNIS says:
"He's great with the fans and understands the importance of making them happy. Jason drives hard and is a great addition to the Grave Digger team."

Grave Digger Driver
Since: 2003
Hometown:
St. Louis, MO
Date Of Birth:
1/9/70

PABLO HUFFAKER

GRAVE DIGGER Highlights:
- "I love doing shows in the Houston area, which is like a hometown show for us."
- "The honor of representing the Digger team at the '03 World Finals"

The Best Part of Driving GRAVE DIGGER:
"Driving no-holds-barred, right on the edge and leaving people wondering what you're gonna do next. The crowd expects you to win every time so you have to try your best to fulfill their expectations."

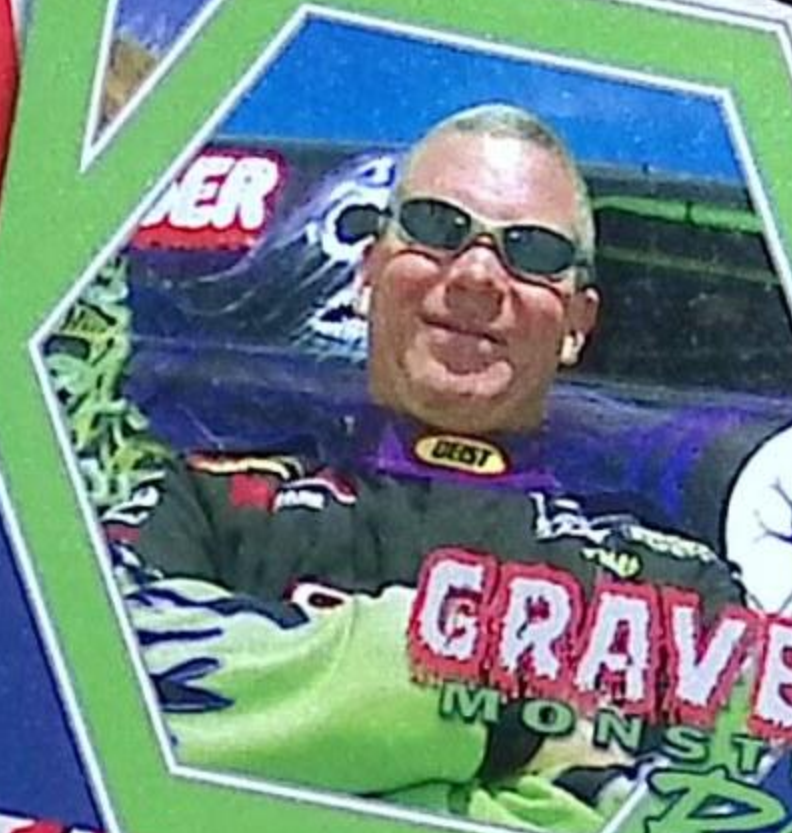
DENNIS says:
"Pablo's a hard worker. He knows the ins and outs of monster trucks and how I like to drive."

Grave Digger Driver
Since: 1991
Hometown:
Tomball, TX
Date Of Birth:
7/3/63

PABLO HUFFAKER



GRAVE DIGGER
MONSTER TRUCK
Racing



RANDY BROWN



GRAVE DIGGER
MONSTER TRUCK
Racing



RANDY BROWN

GRAVE DIGGER Highlights:
- "Performing in Orlando, Florida! 60,000 fans cheering all at once is an amazing feeling!"
- "Winning last year's USHRA points championship"

The Best Part of Driving GRAVE DIGGER:
"The fans are so great and recognize each one of us, which is part of the fan/driver relationship we build on year after year. It's great talking face to face with each fan."

DENNIS says:
"He's an all-American country boy from North Carolina, the same place I'm from. I like his style...his walk and talk."

Grave Digger Driver
Since: 2002
Hometown:
Camden, NC
Date Of Birth:
6/16/72

ROD SCHMIDT

GRAVE DIGGER Highlight:
"I love to perform a huge sky wheelie that seems to walk the truck over the crush cars, which is becoming my signature trick in Grave Digger VII."

The Best Part of Driving GRAVE DIGGER:
"Everytime you get in Grave Digger you feel like you are in a league of your own. You know you have to live up to Dennis Anderson's reputation."

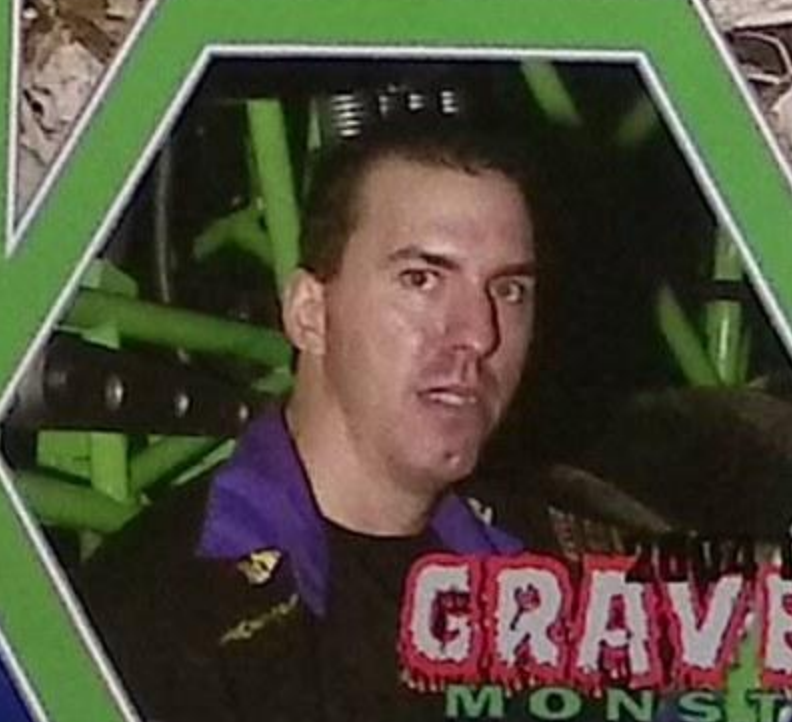
DENNIS says:
"He's previously driven other monster trucks like Monster Patrol. Rod is a good Digger driver."

Grave Digger Driver
Since: 1999
Hometown:
Charles City, IO
Date Of Birth:
3/16/72

ROD SCHMIDT



GRAVE DIGGER
MONSTER TRUCK
Racing



Log on to
GRAVEDIGGER.COM
to download cards
of the whole team!



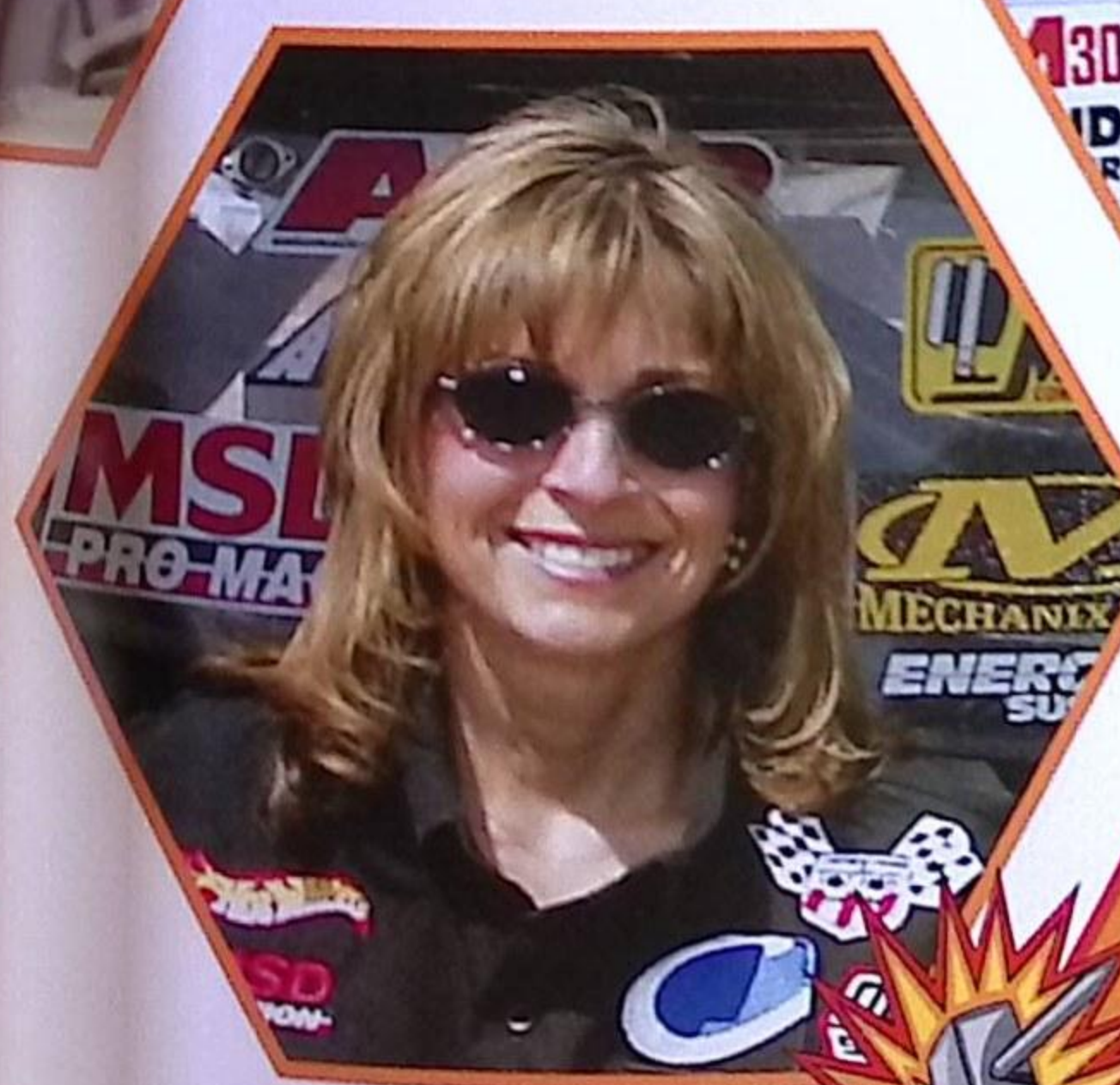
DRIVER: JIM KOEHLER
HOMETOWN: COLUMBUS, MI
BODY TYPE: 1957 CHEVY



AVENGER



DRIVERS: NORM MILLER (TOP),
RYAN HUFFAKER &
TINA HUFFAKER
HOMETOWN: ST. HELENS, OR &
TOMBALL, TX
BODY TYPE: 1941 WILLYS



BLACKSMITH

Handwritten signature



DRIVER: MIKE VATERS
HOMETOWN: HAGERSTOWN, MD
BODY TYPE: 2003 FORD F-150



Black Stallion



DRIVERS: TONY FARRELL & GEORGE BALHAN
HOMETOWN: NORTH VERNON, IN & SHOREWOOD, IL
BODY TYPE: 2001 FORD SUPER DUTY

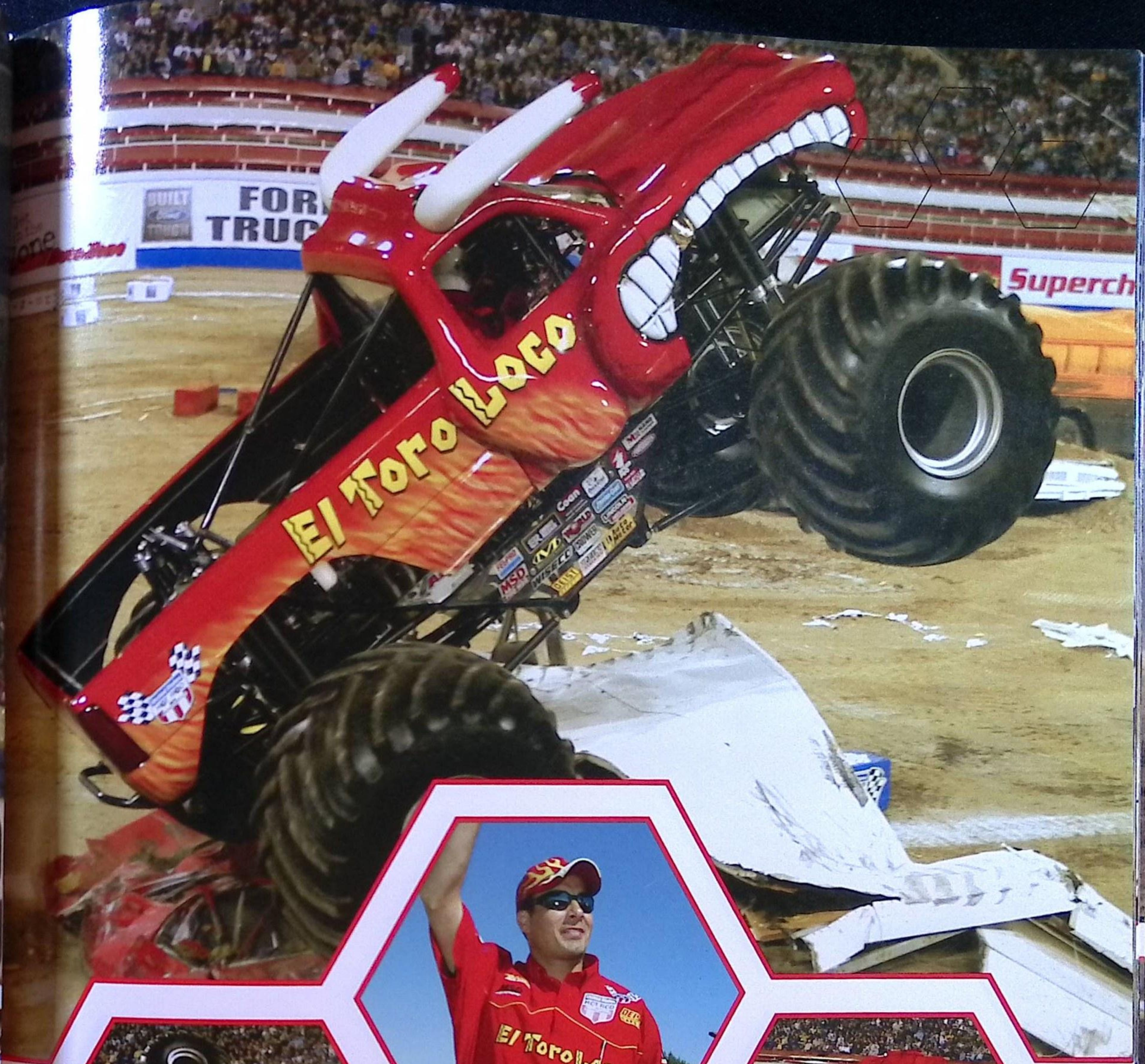


BLUE THUNDER



DRIVER: JIM CRETEN
HOMETOWN: TONGANOXIE, KS
BODY TYPE: 2001 FORD EXPEDITION

BOUNTY HUNTER



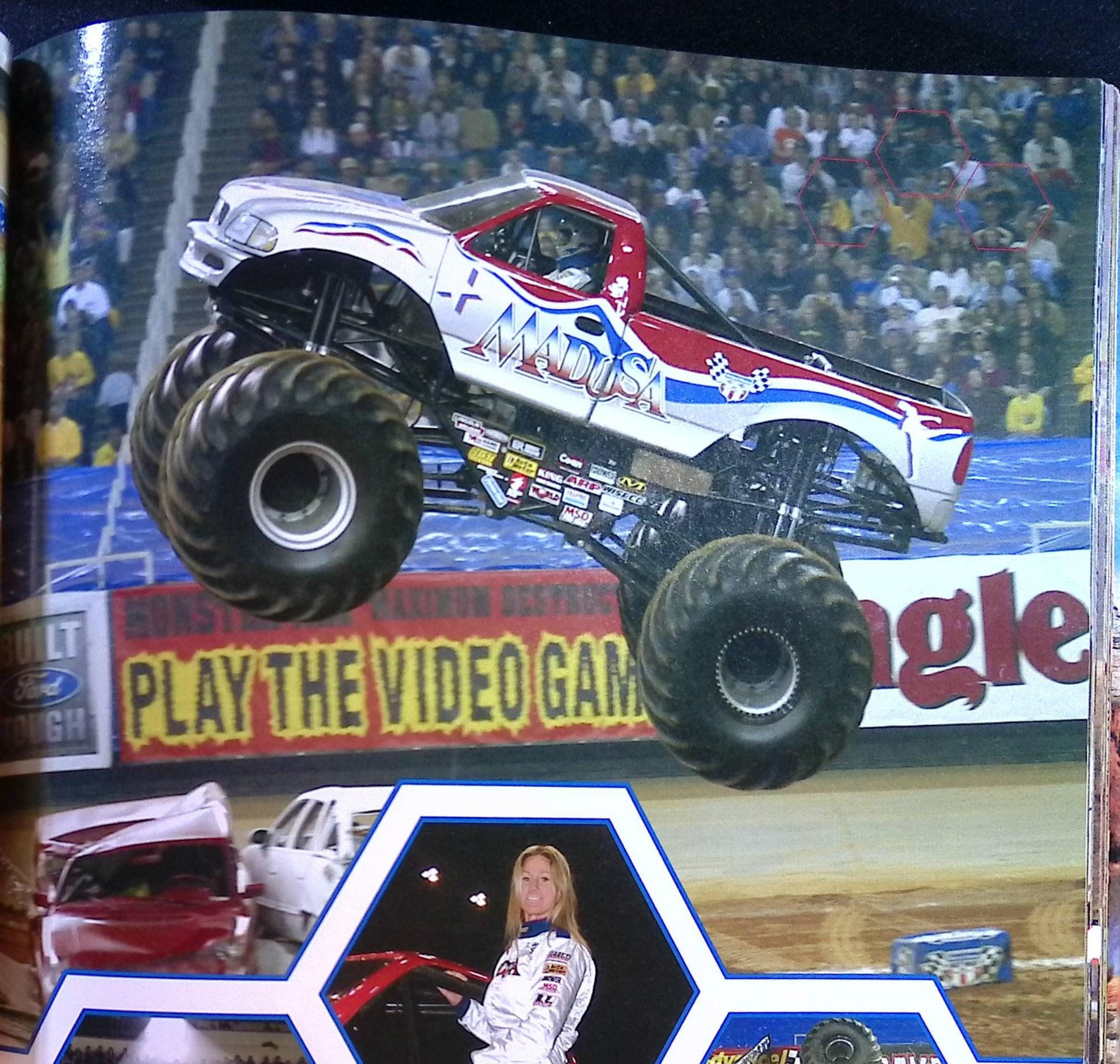
DRIVER: LUPE SOZA
HOMETOWN: BANQUETE, TX
BODY TYPE: 2004 CUSTOM BULL

El Toro Loco



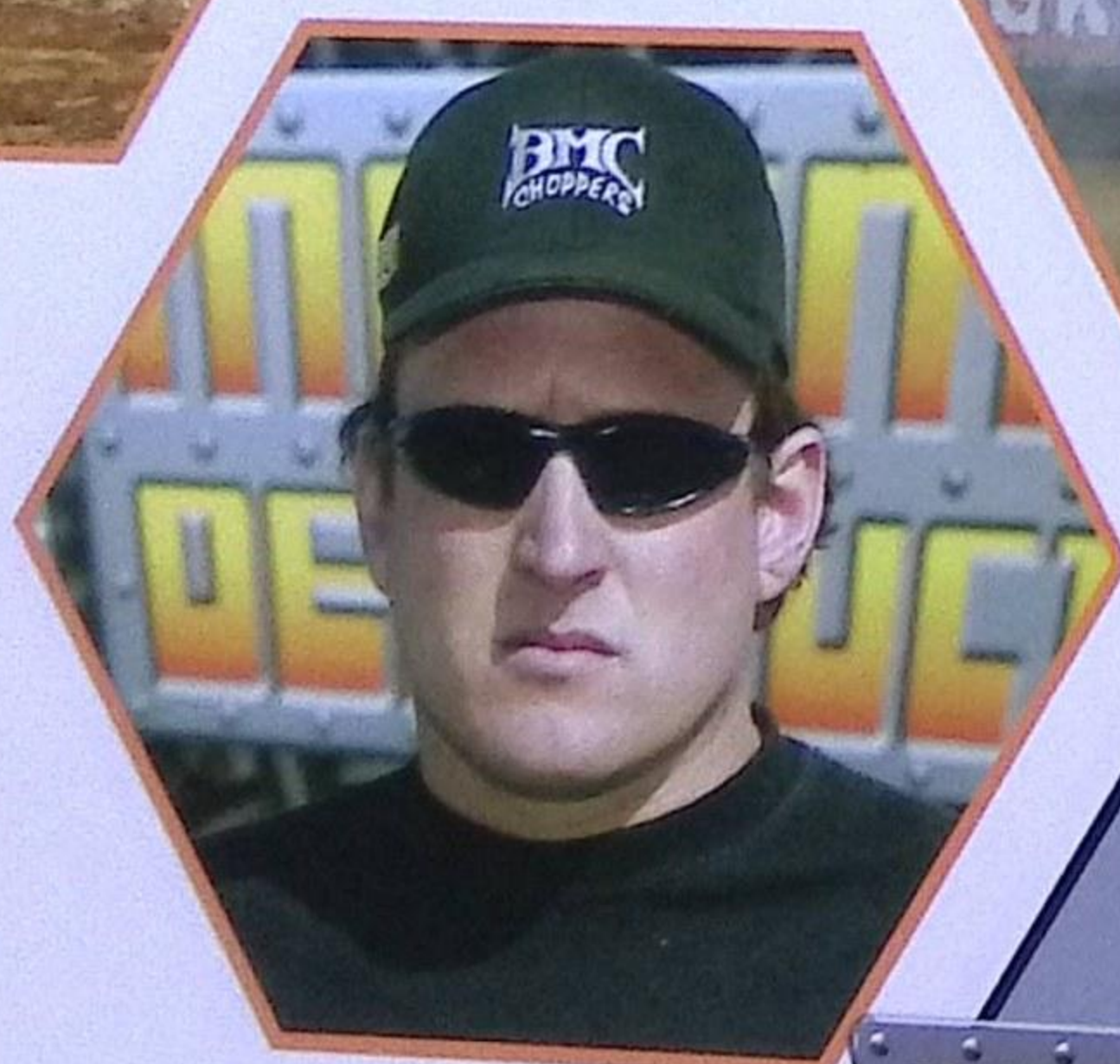
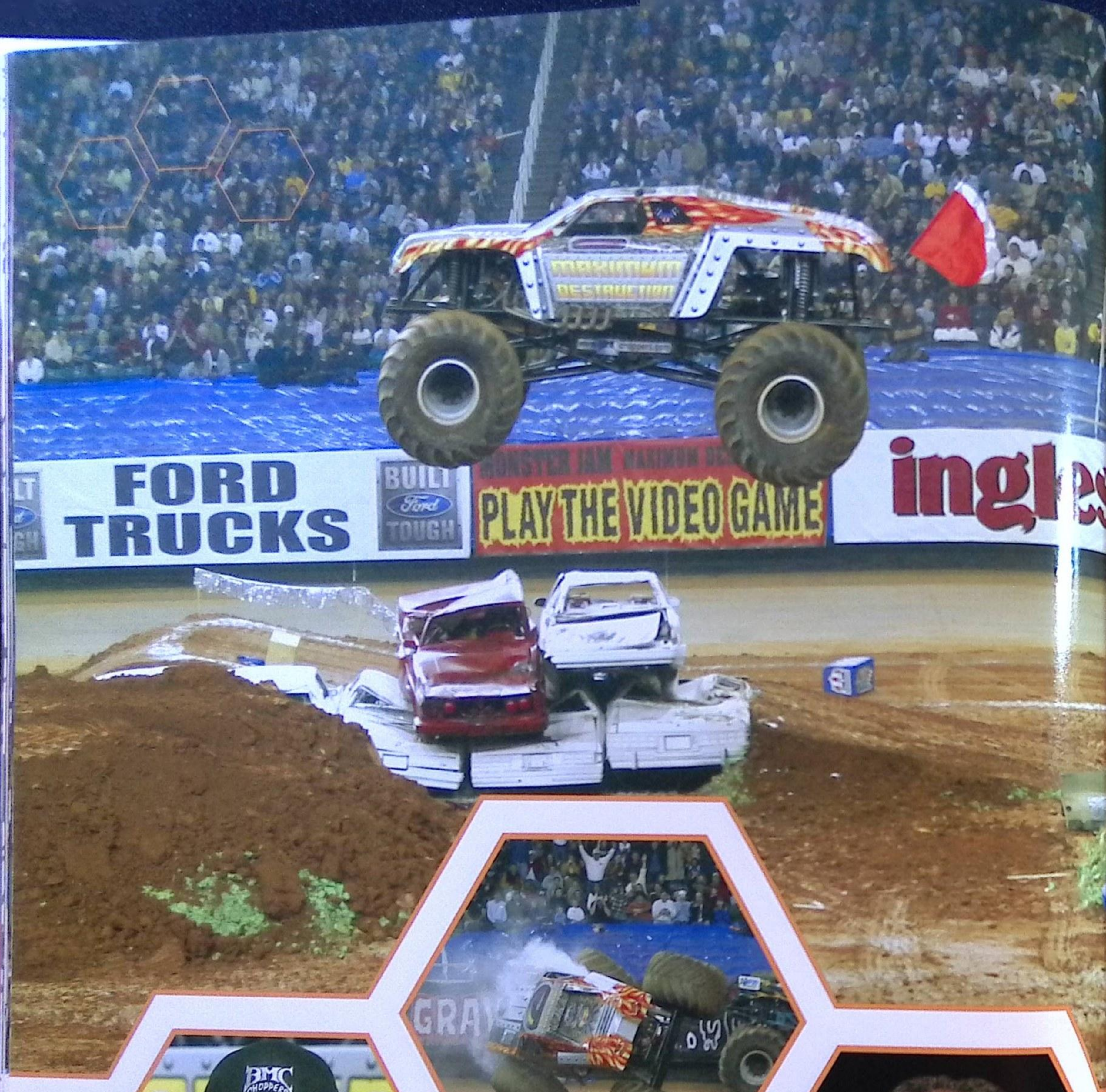
DRIVER: SCOTT HARTSOCK
HOMETOWN: BUSHNELL, FL
BODY TYPE: 1997 FORD F-150

GUN SLINGER



DRIVER: MADUSA
HOMETOWN: ROSEDALE, VA
BODY TYPE: 2004 FORD F-150

MADUSA



DRIVERS: TOM MEENTS &
NEIL ELLIOTT
HOMETOWN: PAXTON, IL
BODY TYPE: FUTURISTIC SUV



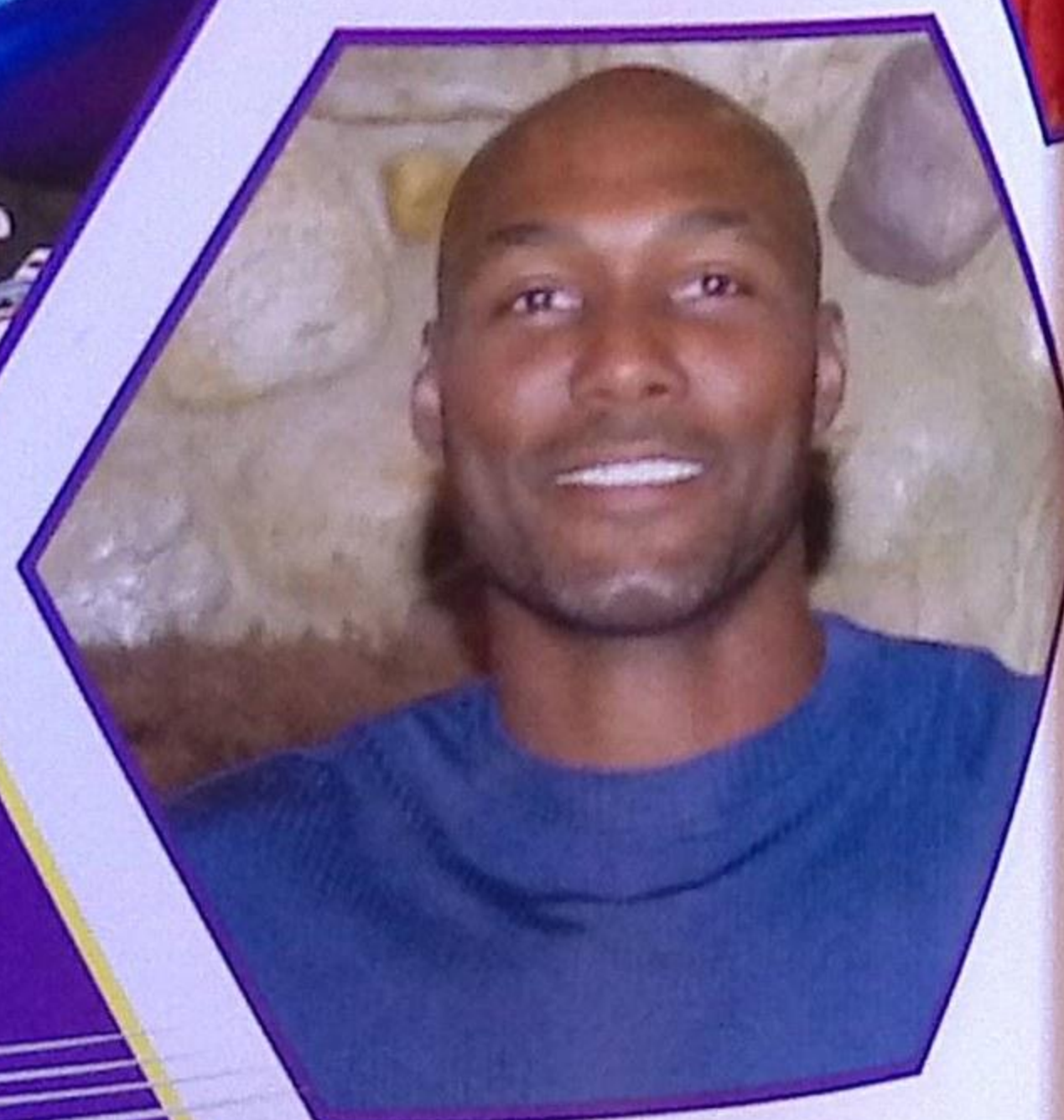
**MAXIMUM
DESTRUCTION**



DRIVERS: BOBBY Z &
BRYAN WINSTON
HOMETOWN: WEST CHICAGO, IL
& NORTH BENTON, OH
BODY TYPE: 1950 MERCURY



MONSTER MUTT



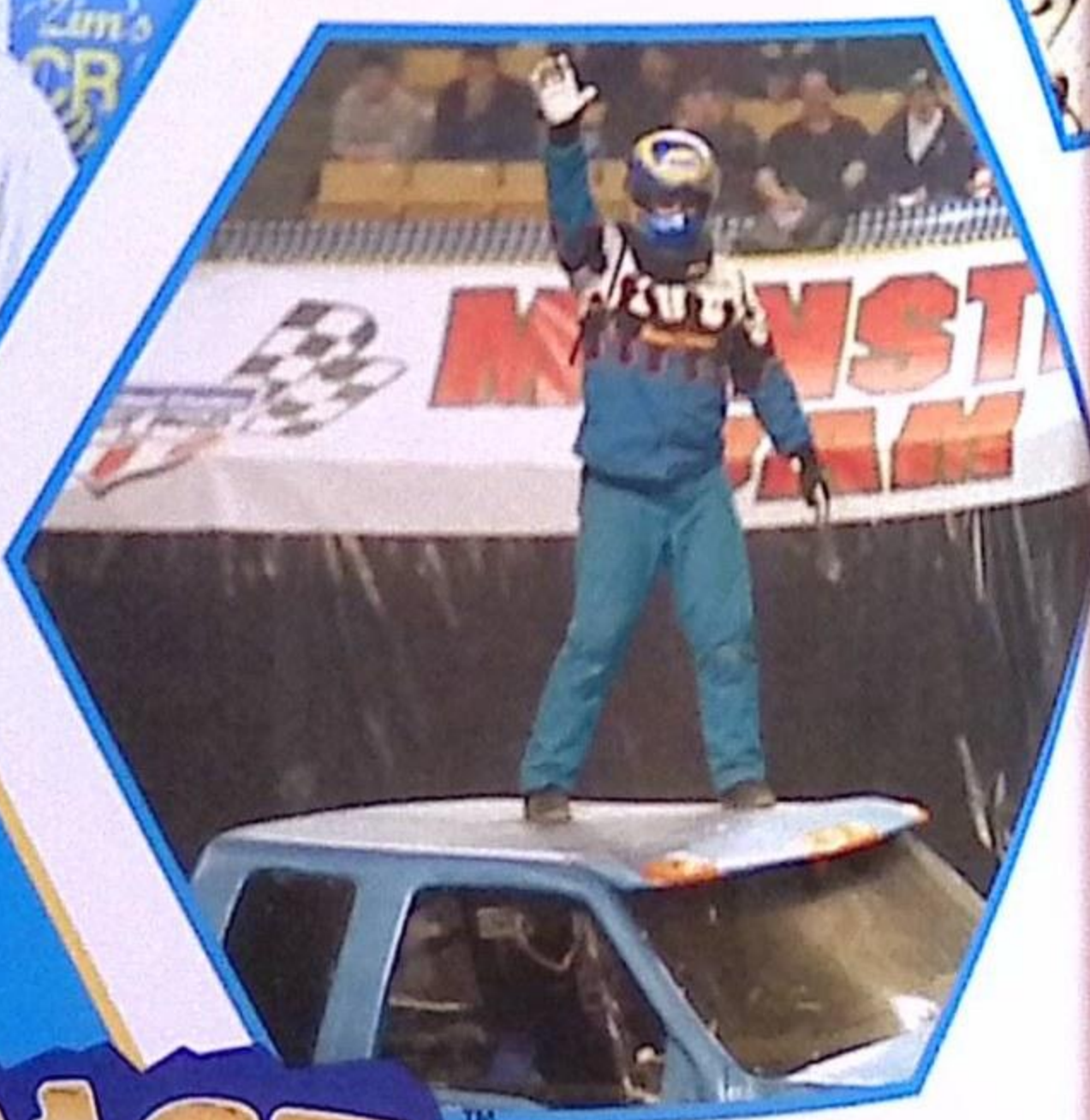
DRIVERS: CHAD FORTUNE &
KARL MALONE
HOMETOWN: ATLANTA, GA &
LOS ANGELES, CA
BODY TYPE: 2004 FORD F-150

POWER
Forward



DRIVER: KATHY WINSTON
HOMETOWN: NORTH BENTON, OH
BODY TYPE: 2003 CHEVY

SUZUKI



DRIVER: JOHN SEASOCK
HOMETOWN: FRACKVILLE, PA
BODY TYPE: 2004 FORD SUPER DUTY

SUDDEN IMPACT

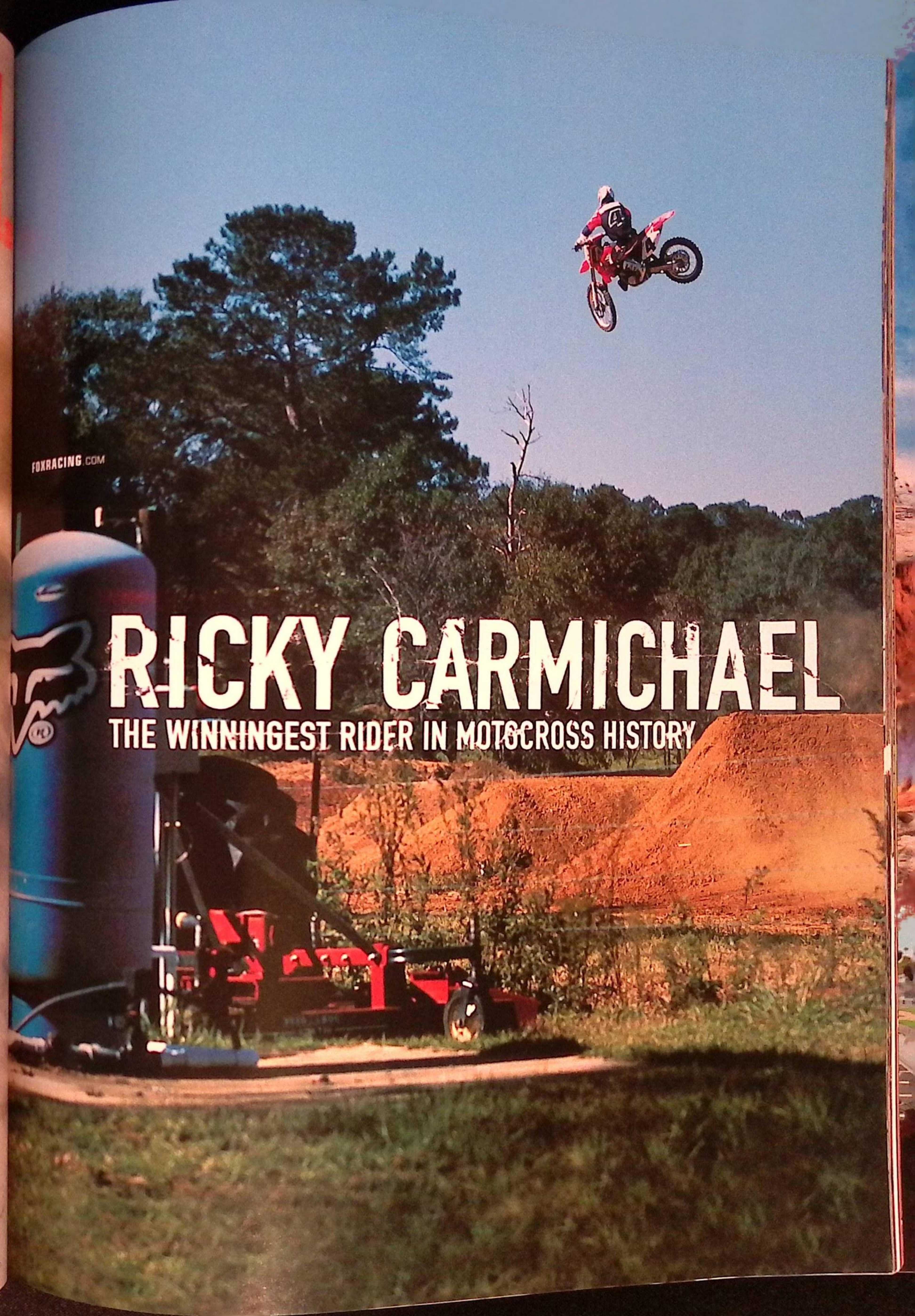


DRIVER: DIEHL WILSON
HOMETOWN: WINCHESTER, VA
BODY TYPE: 2003 FORD F-150

VIRGINIA GIANT

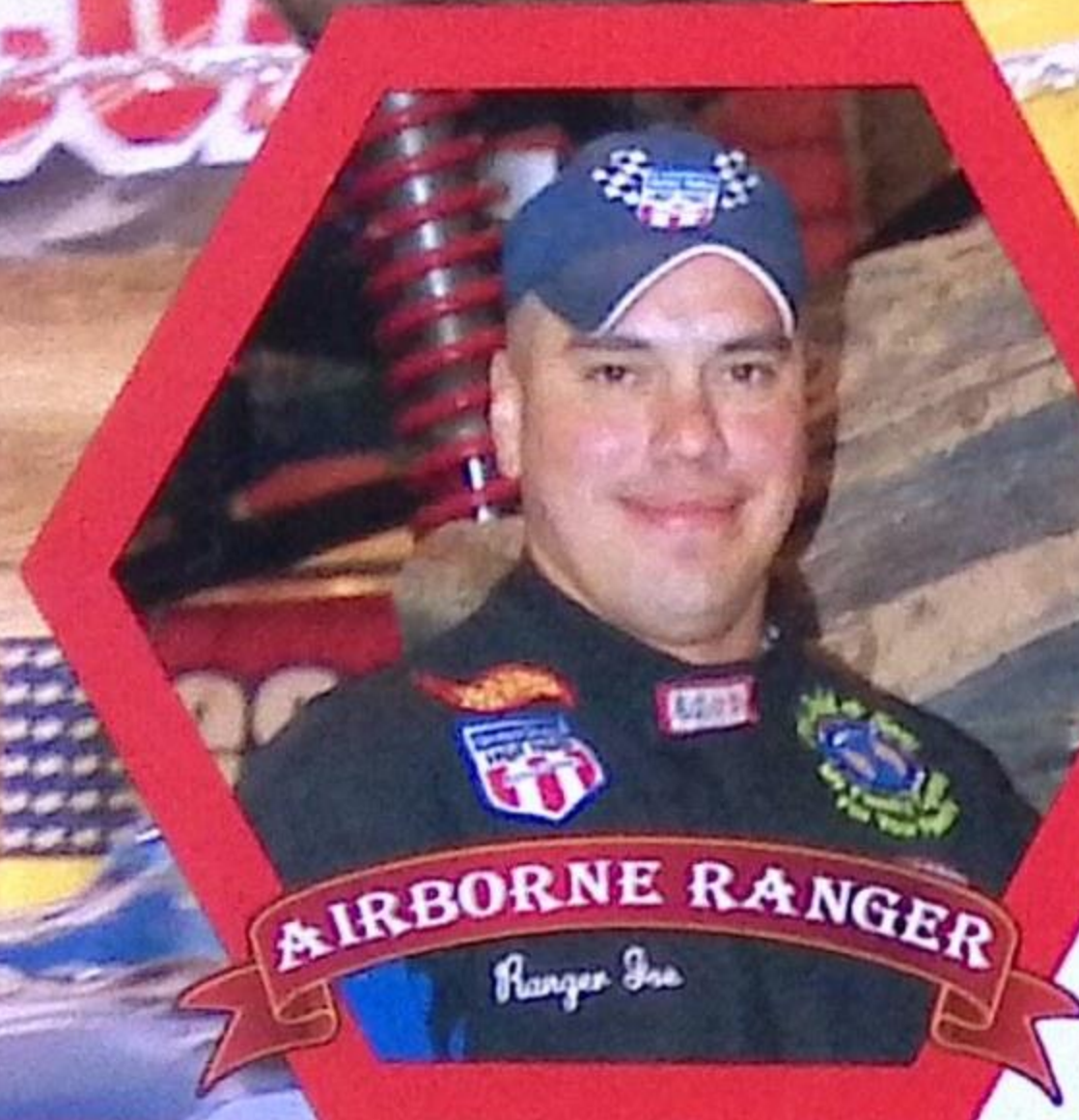
CARMICHAEL

LAMINATED TEAR-OFF SYSTEM - OAKLEY.COM



RICKY CARMICHAEL

THE WINNINGEST RIDER IN MOTOCROSS HISTORY



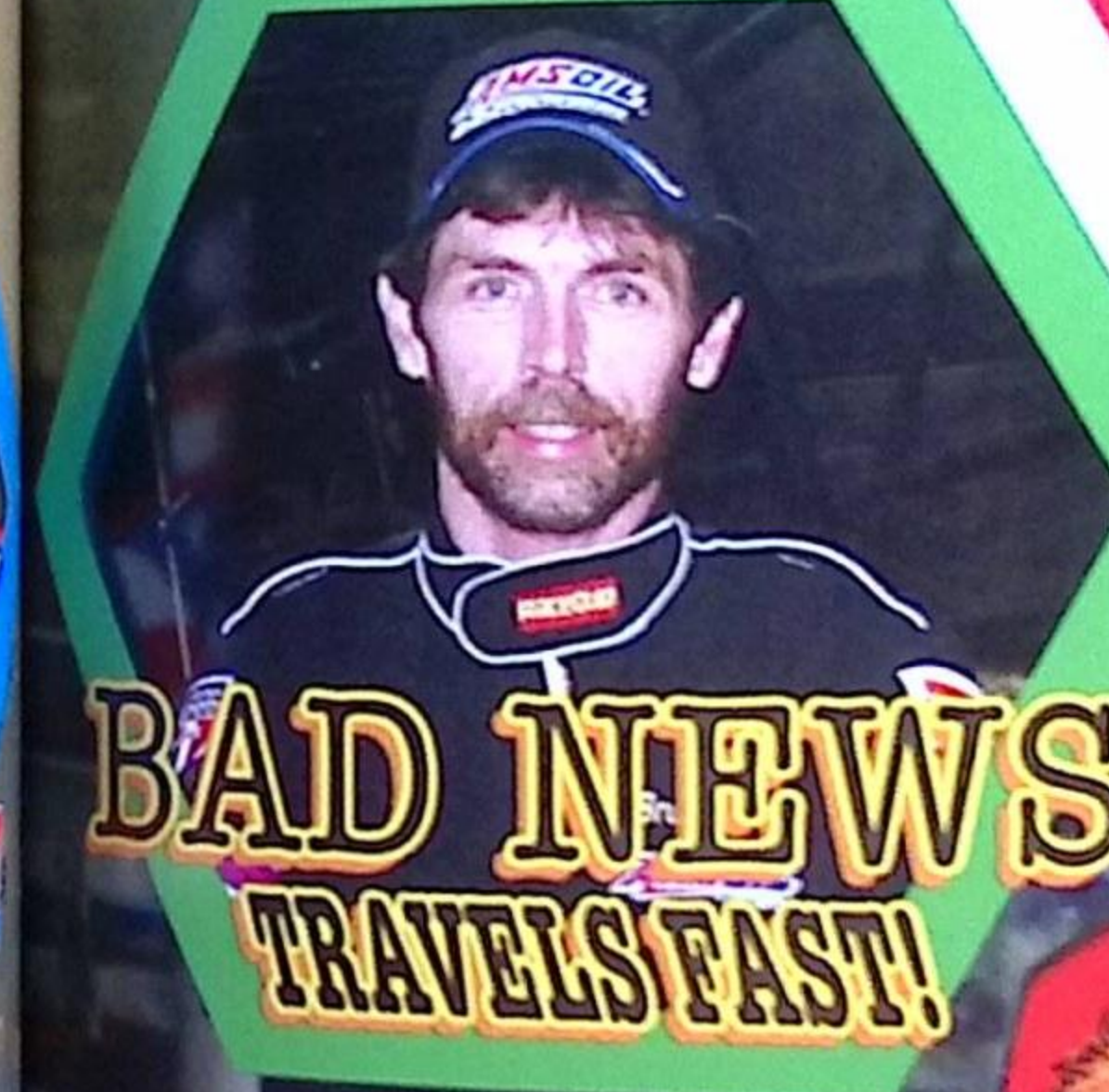
DRIVER: JOE CYPHER
HOMETOWN: RENO, NV
BODY TYPE: 2001 GMC SIERRA



DRIVER: RICK RAAB
HOMETOWN: PERKASIE, PA
BODY TYPE: 2004 CHEVY SILVERADO



DRIVER: RICK DISHAROON
HOMETOWN: DEL MAR, MD
BODY TYPE: 2003 DODGE



DRIVER: BRUCE HANEY
HOMETOWN: BRONSON, FL
BODY TYPE: 2002 CHEVY



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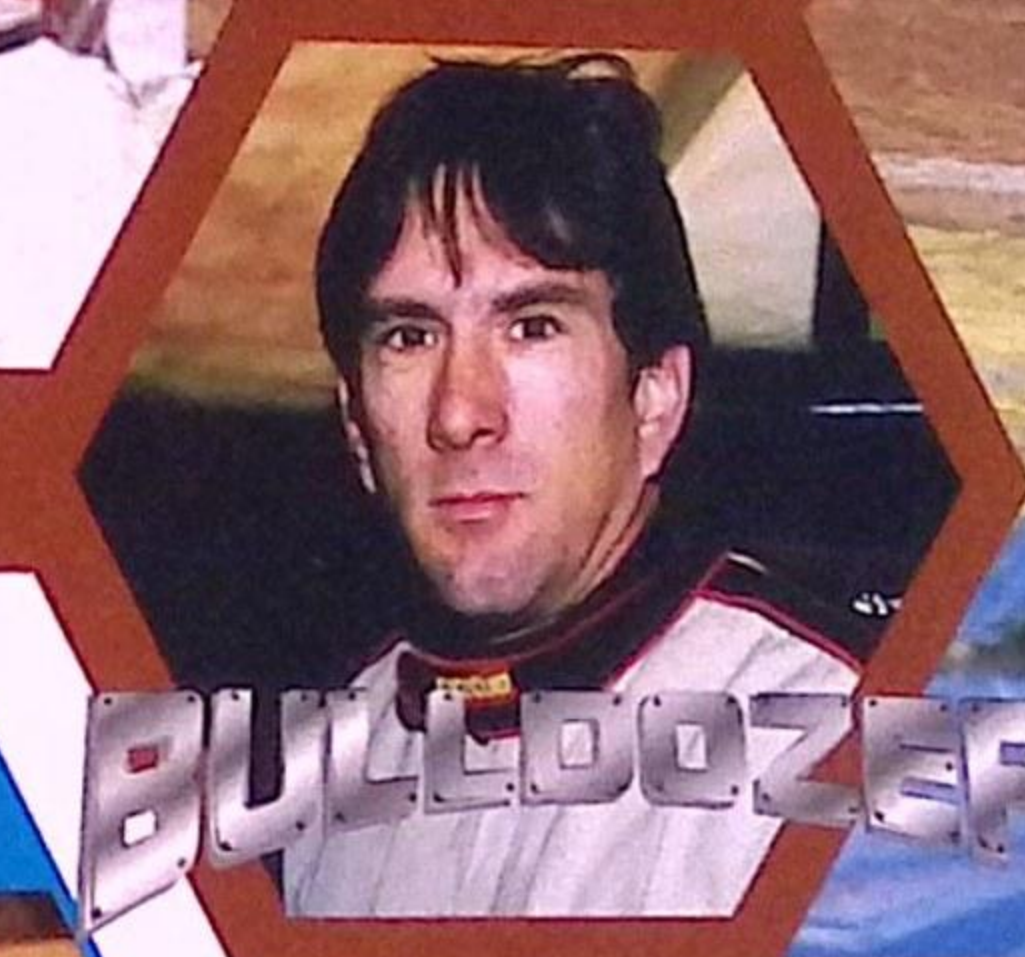


DRIVER: DOUG MOELKE
HOMETOWN: UNION, MO
BODY TYPE: 2003 FORD F-350 SUPER DUTY

DRIVER: CHRIS BERGERON
HOMETOWN: COLUMBUS, MI
BODY TYPE: 2001 CHEVY S-10



BRUTUS



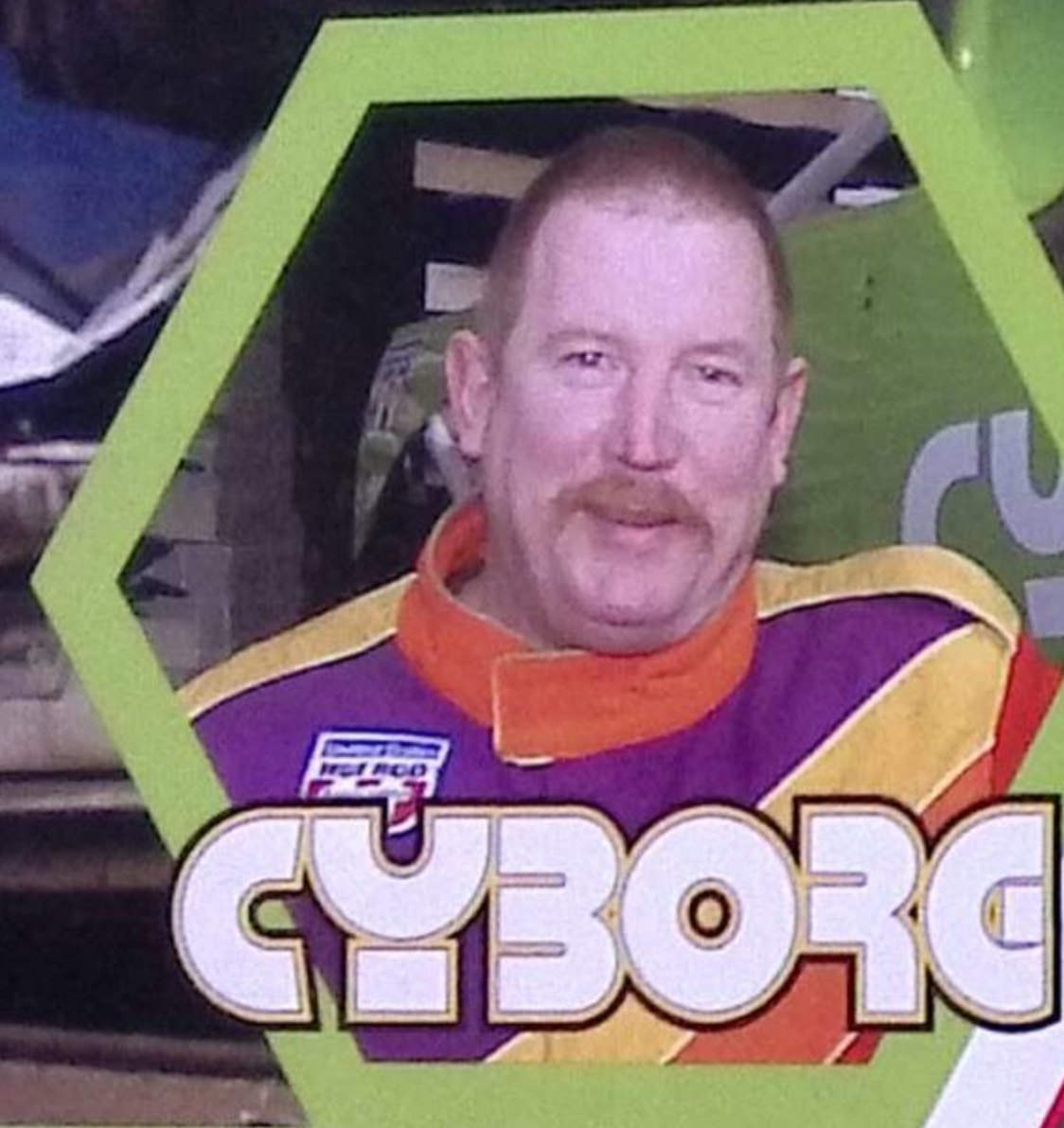
DRIVER: GUY WOOD (TOP) & ROB KNELL
HOMETOWN: BLACKWELL, MO & PAXTON, IL
BODY TYPE: 2004 CUSTOM BULL



DRIVER: JEFF BANTER
HOMETOWN: YAKIMA, WA
BODY TYPE: 1998 CHEVY K-2500



BULLDOZER



DRIVER: JACK KOBERNA
HOMETOWN: TULSA, TX
BODY TYPE: 2001 FORD F150 MODIFIED BODY

CYBORG



DRIVER: MARK SCHROEDER
HOMETOWN: MUSKOGEE, WI
BODY TYPE: 2004 CHEVY

Devastator



DRIVER: DAN EVANS
HOMETOWN: SCOTTSDALE, MI
BODY TYPE: 2000 CHEVY

DESTROYER

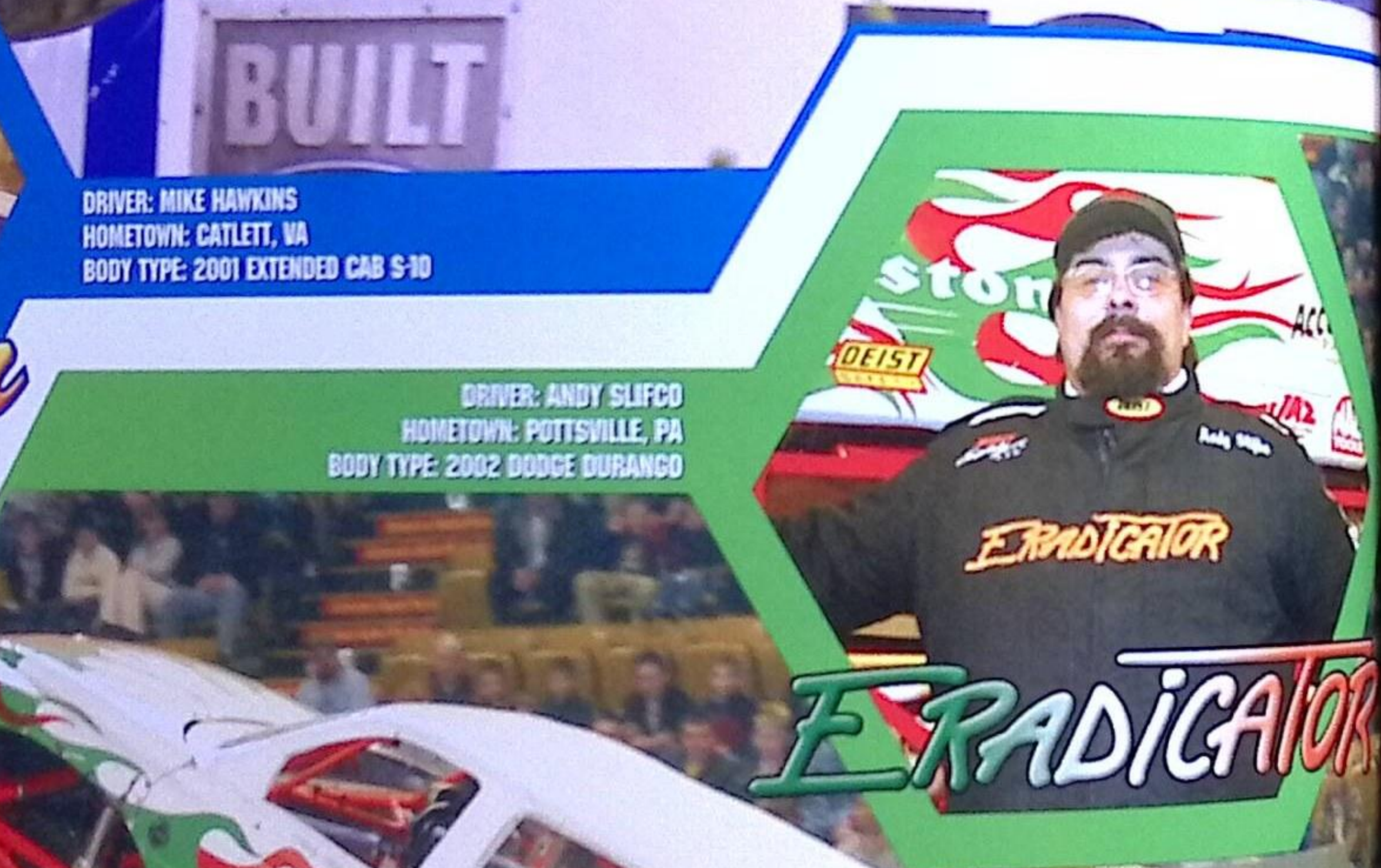


DRIVER: KREG CHRISTENSEN
HOMETOWN: WEST HAVEN, UT
BODY TYPE: 2002 HUMMER H1

DRAGON SLAYER



DRIVER: MIKE HAWKINS
HOMETOWN: CATLETT, VA
BODY TYPE: 2001 EXTENDED CAB S-10



DRIVER: ANDY SLAFCO
HOMETOWN: POTTSVILLE, PA
BODY TYPE: 2002 DODGE DURANGO



DRIVER: ED ECKERT
HOMETOWN: NEWAYGO, MI
BODY TYPE: 2001 FORD SUPER DUTY



DRIVER: STEVE HEALY
HOMETOWN: GREEN BAY, WI
BODY TYPE: 2002 FORD F150



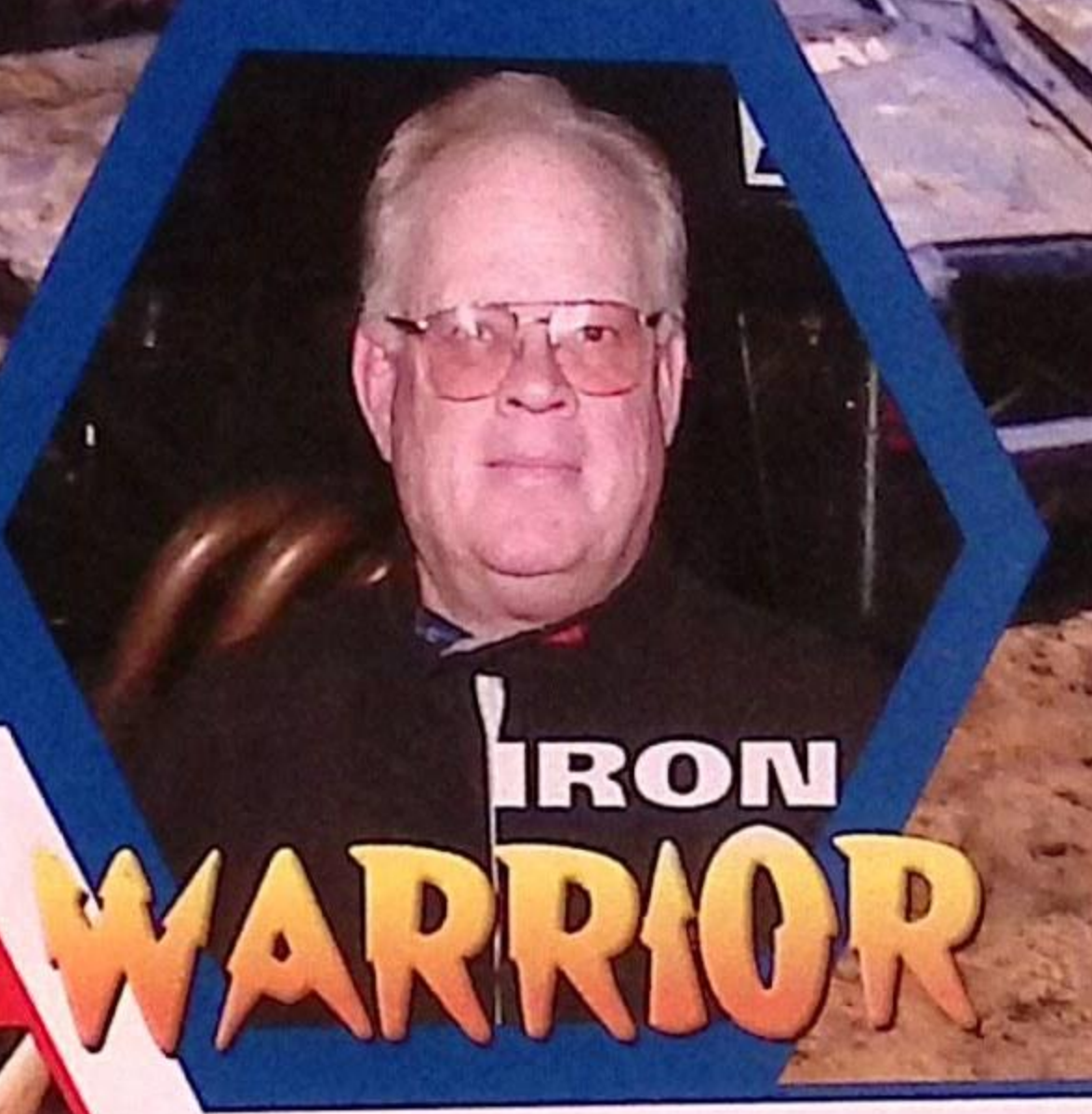


DRIVER: LONNIE CHILDRESS & PHIL FOSTER (TEAM)
 HOMETOWN: ST. LOUIS, MO & PAXTON, IL
 BODY TYPE: 2004 FORD SUPER DUTY



DRIVER: TBA
 BODY TYPE: 1987 CHEVY ASTROVAN

INFERNO



DRIVER: GLEN BOWLIN
 HOMETOWN: FORT MEYERS, FL
 BODY TYPE: 2001 FORD RANGER

IRON
 WARRIOR



DRIVER: LINSEY WEENK
 HOMETOWN: DEVIL'S COULEE, ALBERTA
 BODY TYPE: 1998 FORD TRICERATOPS

JURASSIC
 ATTACK





DRIVER: DAVID SMITH (PICTURED) & JEFF HOY
HOMETOWN: SPRING, TX
BODY TYPE: 2003 CHEVY SILVERADO

KING KRUNCH



DRIVER: JOCELYN PERRIN
HOMETOWN: COOPERSVILLE, MI
BODY TYPE: 1940 WILLYS

Lil' Miss Dangerous



DRIVER: MARK JOHNSON (OWNER: BRIAN BARTHEL)
HOMETOWN: BIG LAKE, MN
BODY TYPE: 2002 FORD F150

Little Tiger



DRIVER: JIM LEHNERTZ
HOMETOWN: LODI, CA
BODY TYPE: 2001 CHEVY SILVERADO

LIVE WIRE

United States
Hot Rod Association

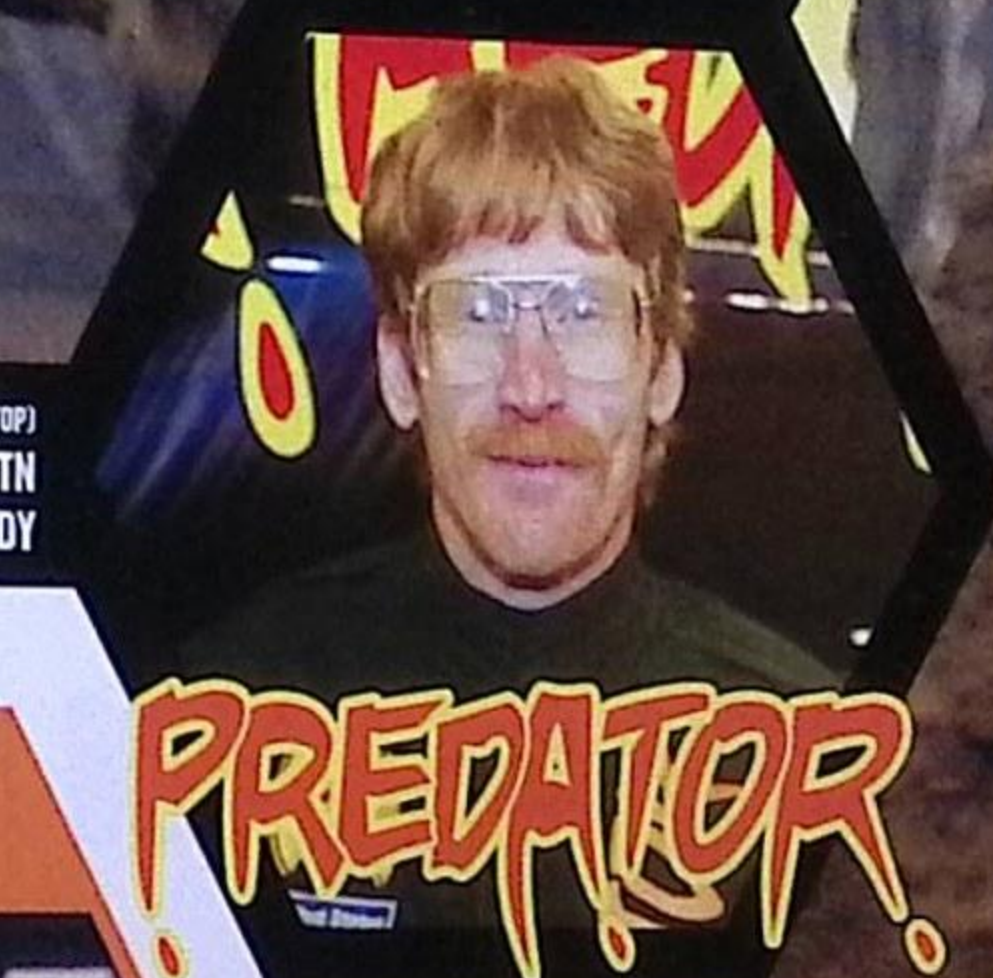
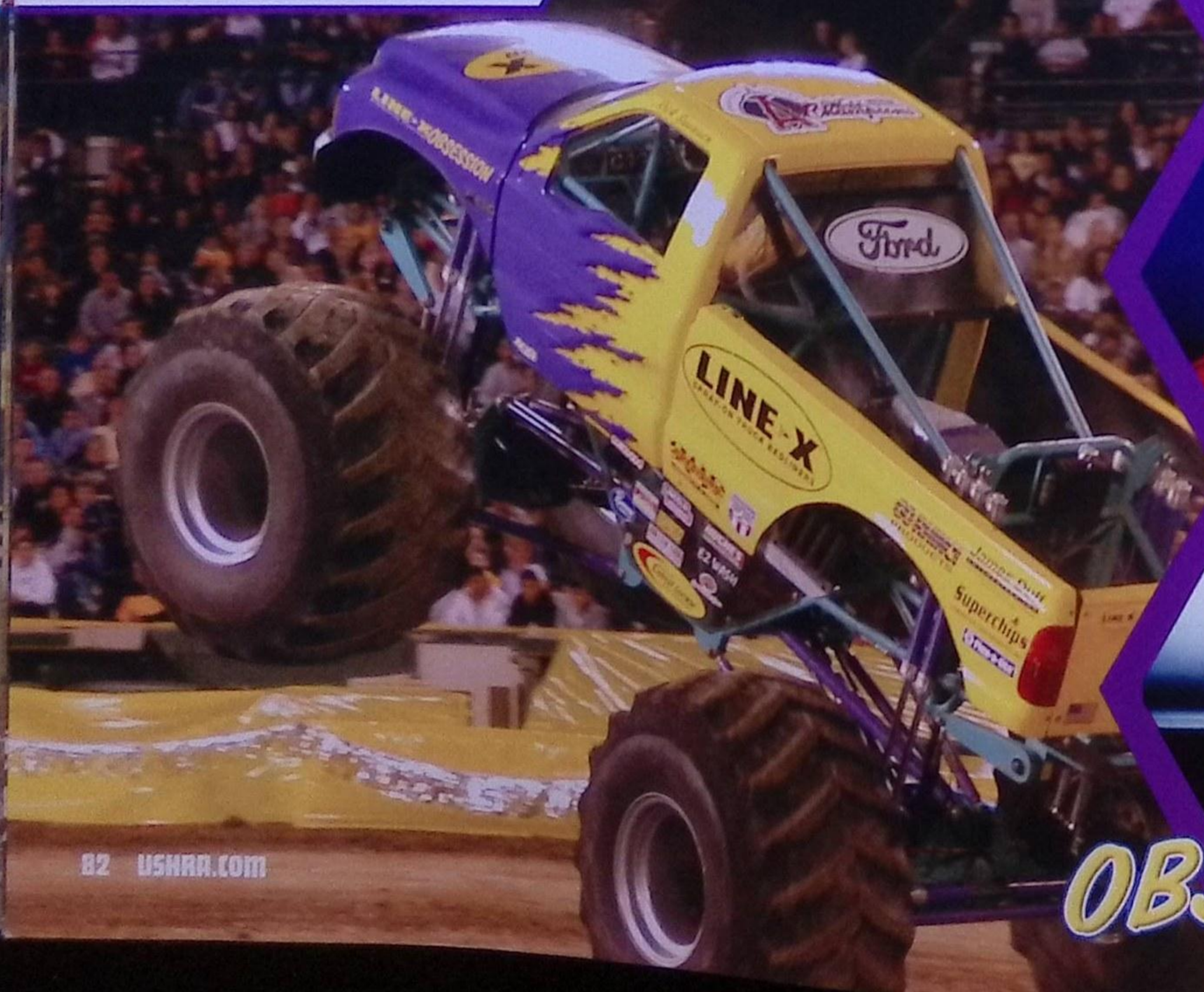


DRIVER: DON FRANKISH
HOMETOWN: LETHBRIDGE, ALBERTA
BODY TYPE: 2002 FORD SUPER DUTY

DRIVER: RICK SWANSON, ROD WOOD, & STEVE REYNOLDS
HOMETOWN: MENIFEE, CA & PAXTON, IL
BODY TYPE: 2003 FORD F-350 SUPER DUTY



OBSESSION



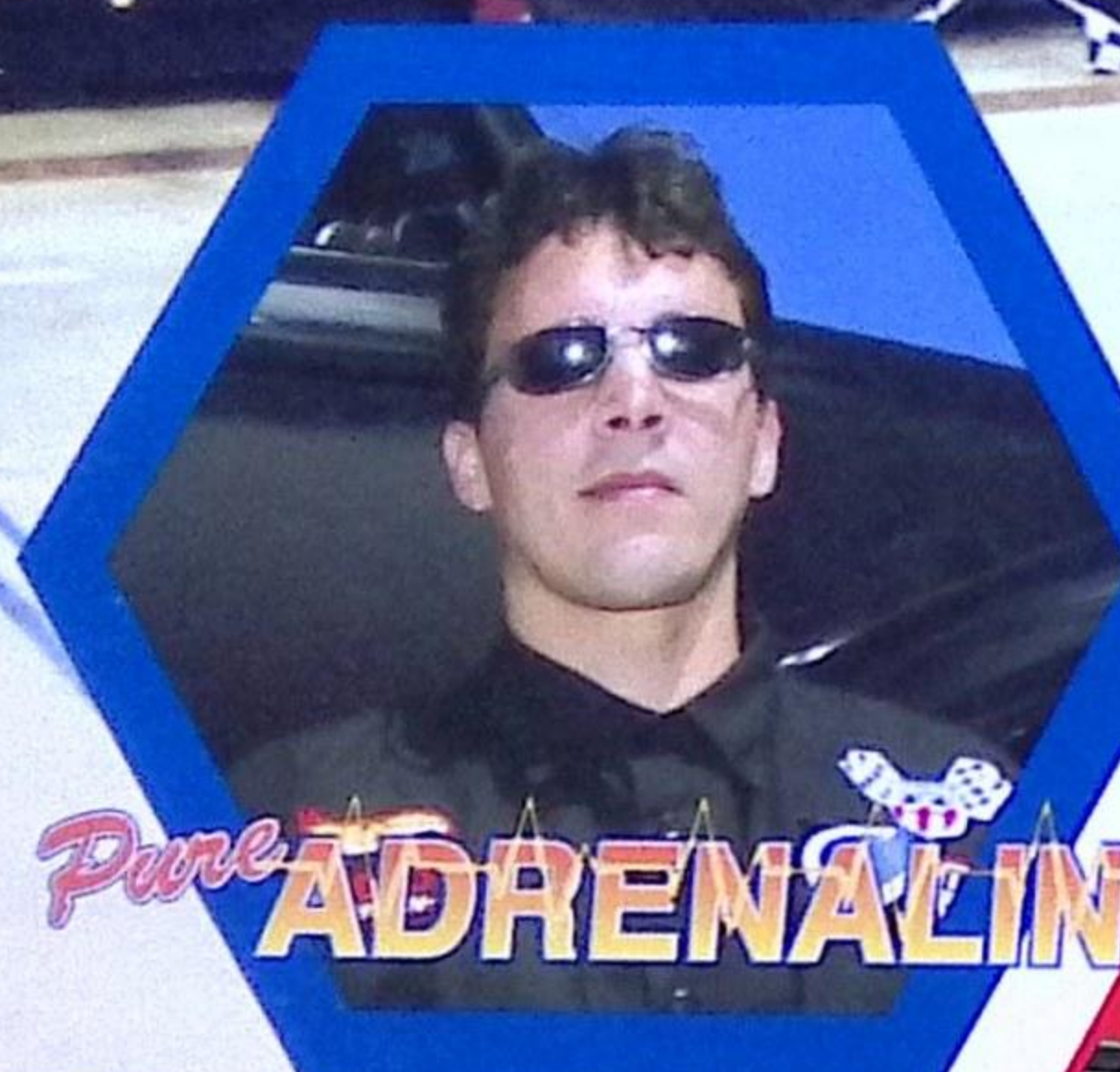
DRIVER: ALLEN PEZO & RON NELSON (TOP)
HOMETOWN: BRENTWOOD, TN
BODY TYPE: 2002 CHEVY CONCEPT BODY



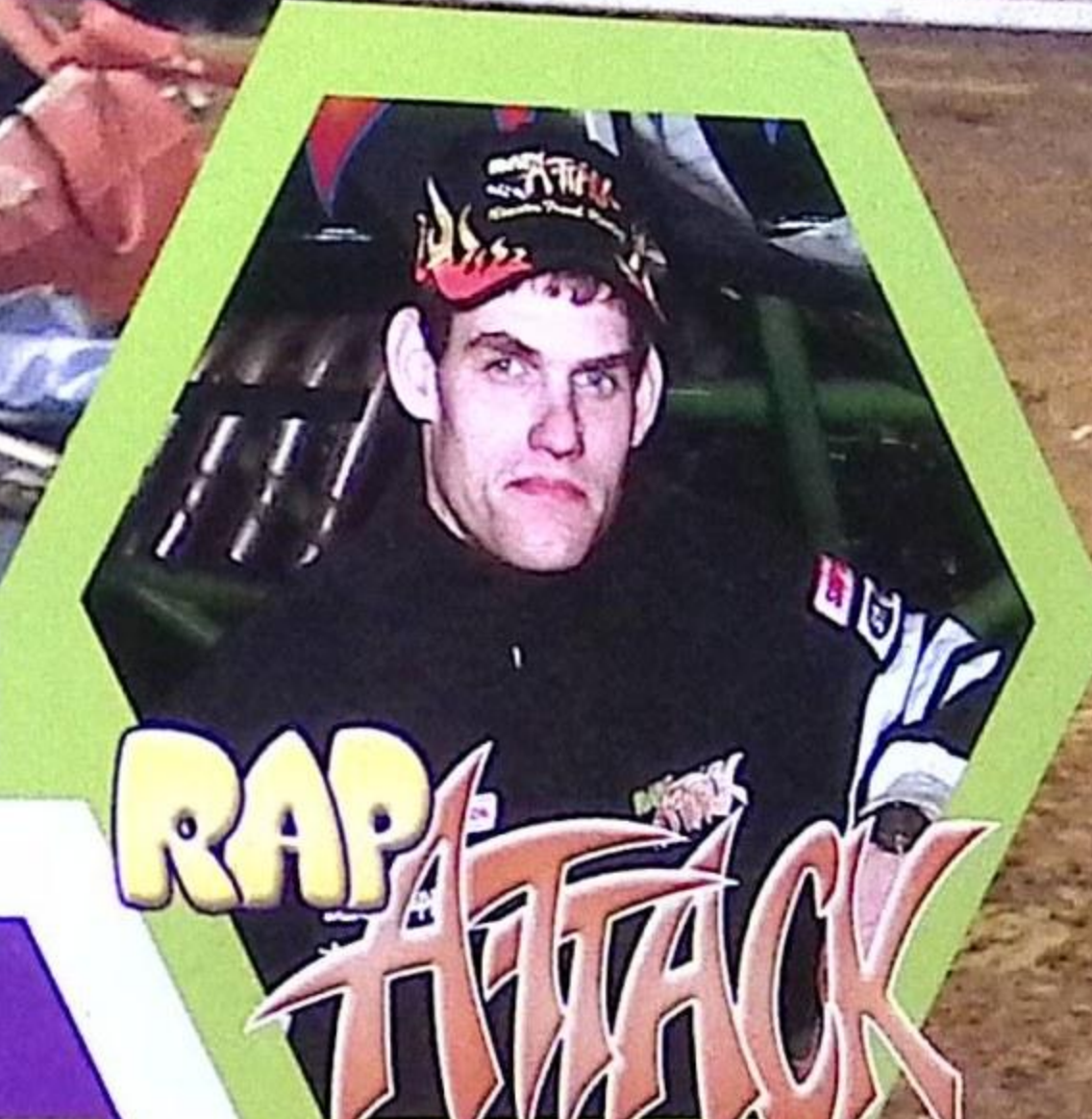
PROWLER

DRIVER: LARRY JARZEL & DALE MITCHELL (TOP)
HOMETOWN: BRENTWOOD, TN
BODY TYPE: 2003 CHEVY CONCEPT BODY





DRIVER: CARL VAN HORN
HOMETOWN: CAMDEN, NC
BODY TYPE: 2002 FORD SUPER DUTY



DRIVER: DAVID RAPPACH
HOMETOWN: VIENNA, OH
BODY TYPE: 2001 GMC SIERRA

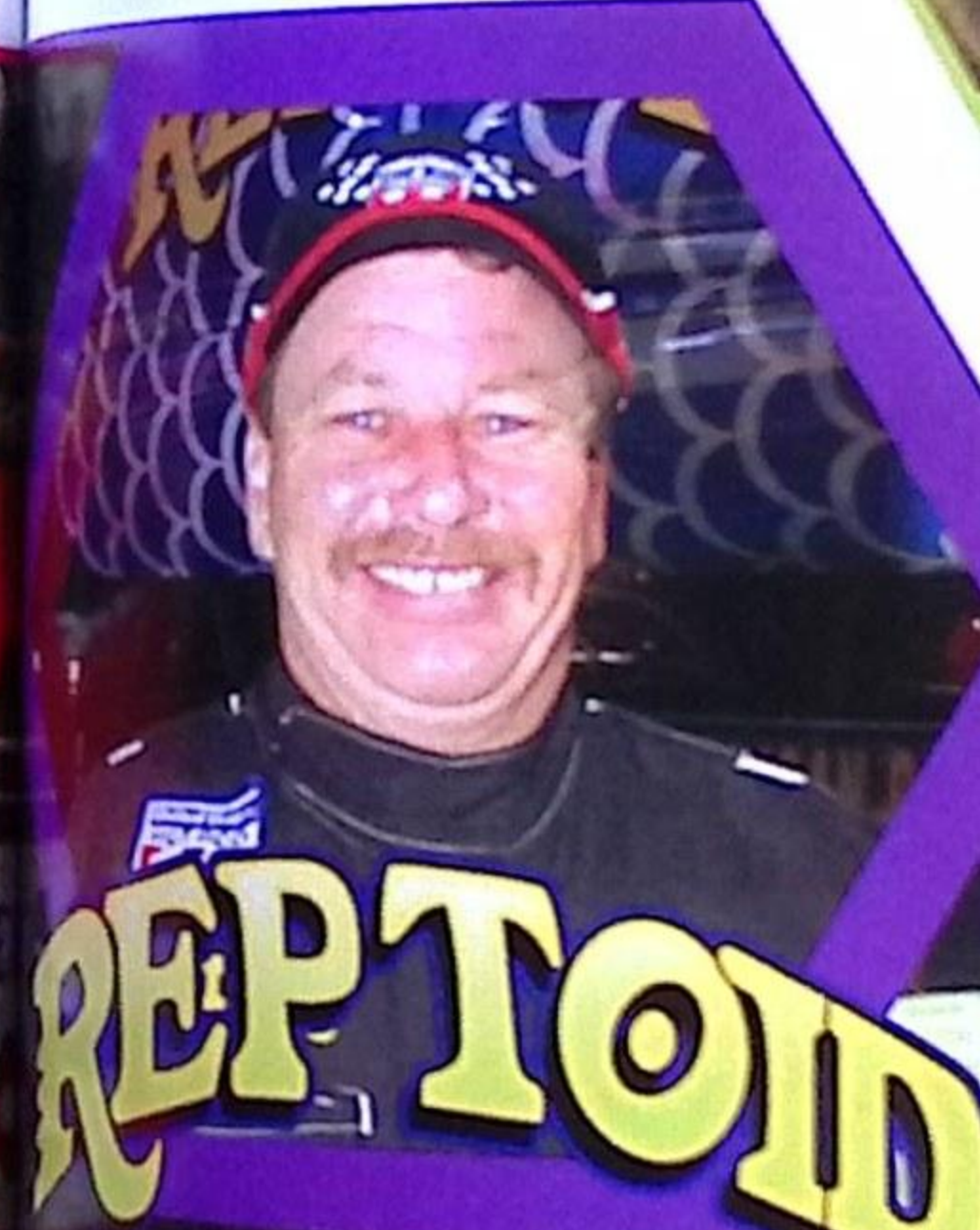
Pure **ADRENALIN**

USHRA.COM



DRIVER: MIKE NITZKE
HOMETOWN: HASTINGS, NY
BODY TYPE: 1999 CHEVY

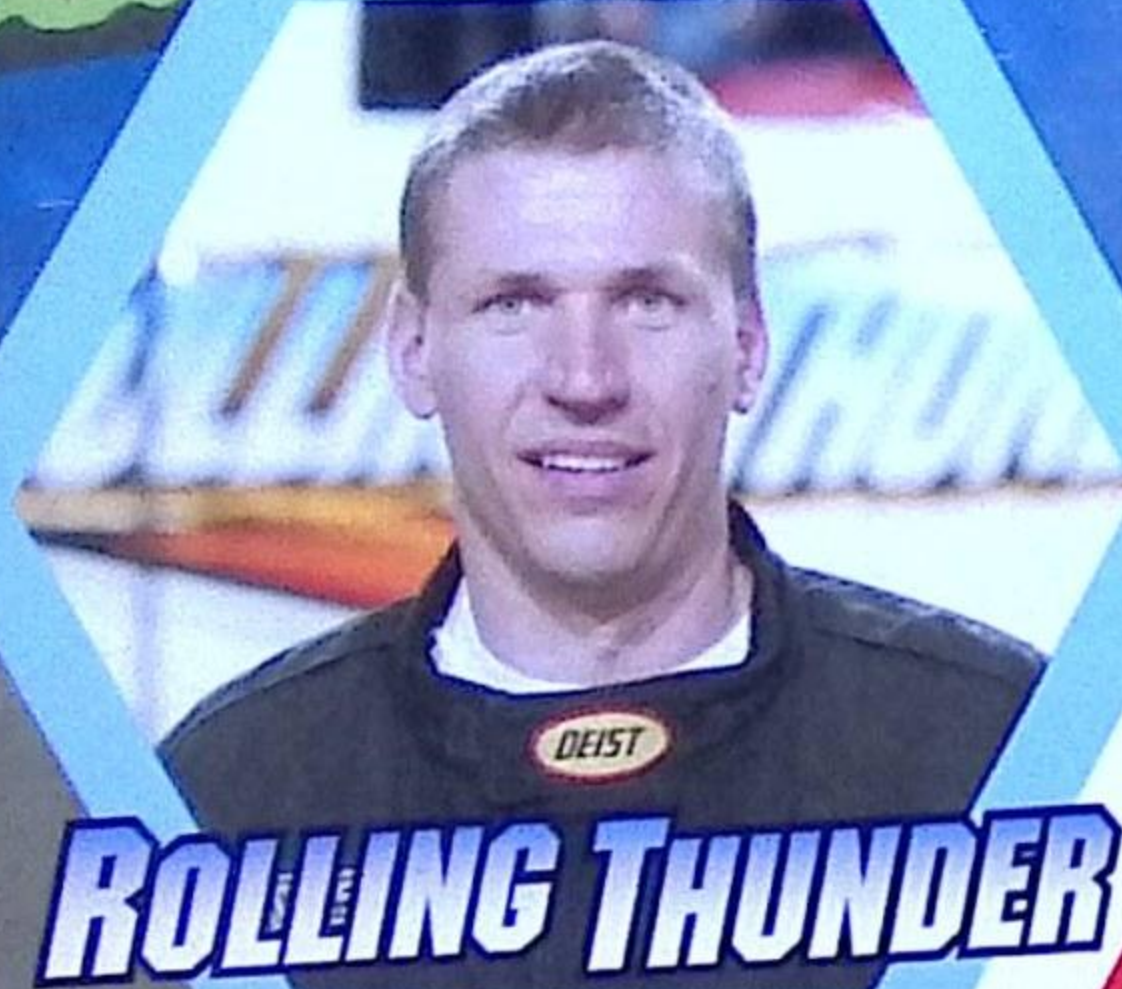
RAMBO



DRIVER: JIM JACK
HOMETOWN: MILTON, FL
BODY TYPE: 1996 CHEVY

REPTOID

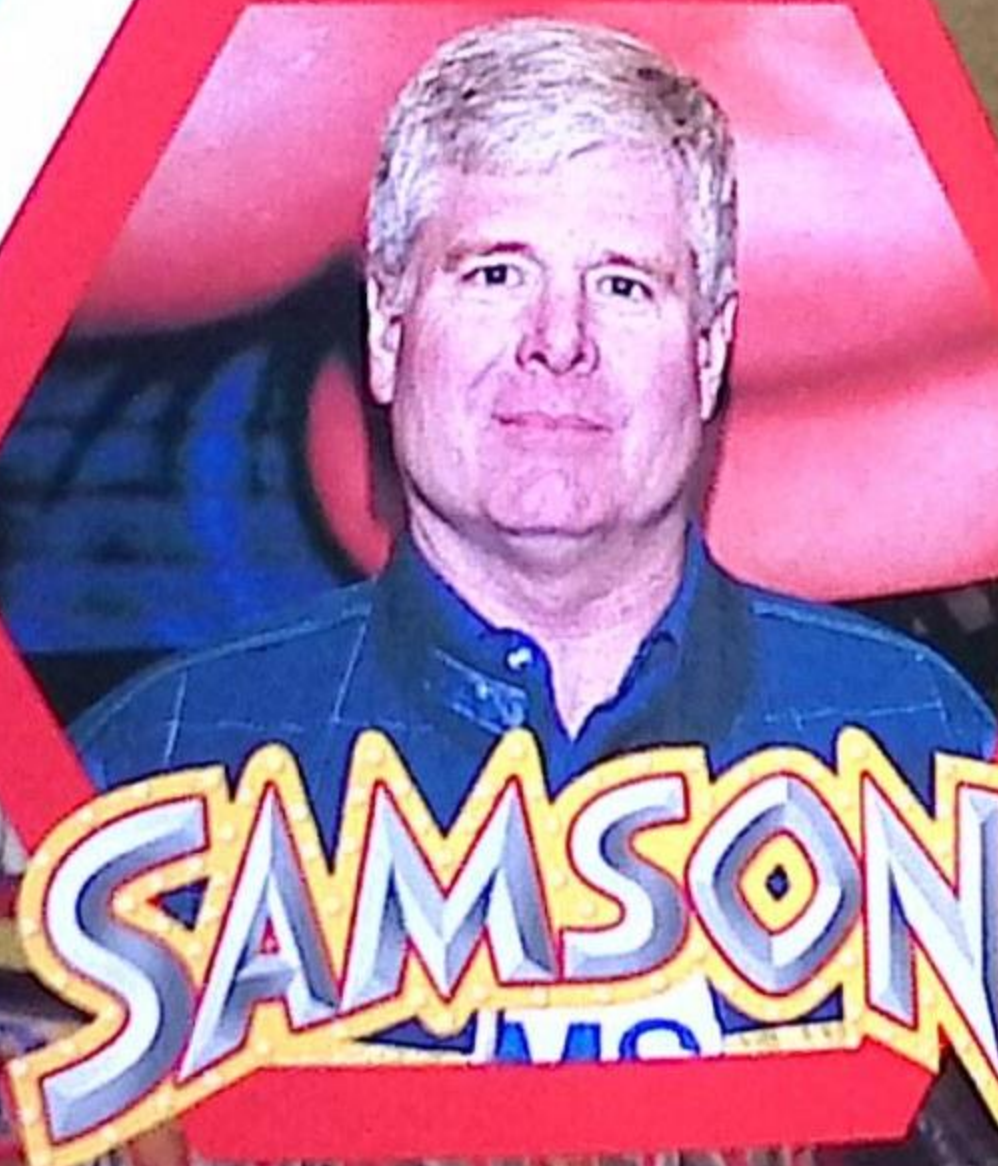




DRIVER: JIM BENDZICK
HOMETOWN: FARIBAULT, MN
BODY TYPE: 1998 CHEVY

ROLLING THUNDER

DRIVER: DAN PATRICK
HOMETOWN: CIRCLEVILLE, OH
BODY TYPE: 1998 CUSTOM CHEVY SILVERADO



SAMSON



DRIVER: DAWN CRETEN
HOMETOWN: TONGANOXIE, KS
BODY TYPE: 2001 FORD EXPEDITION

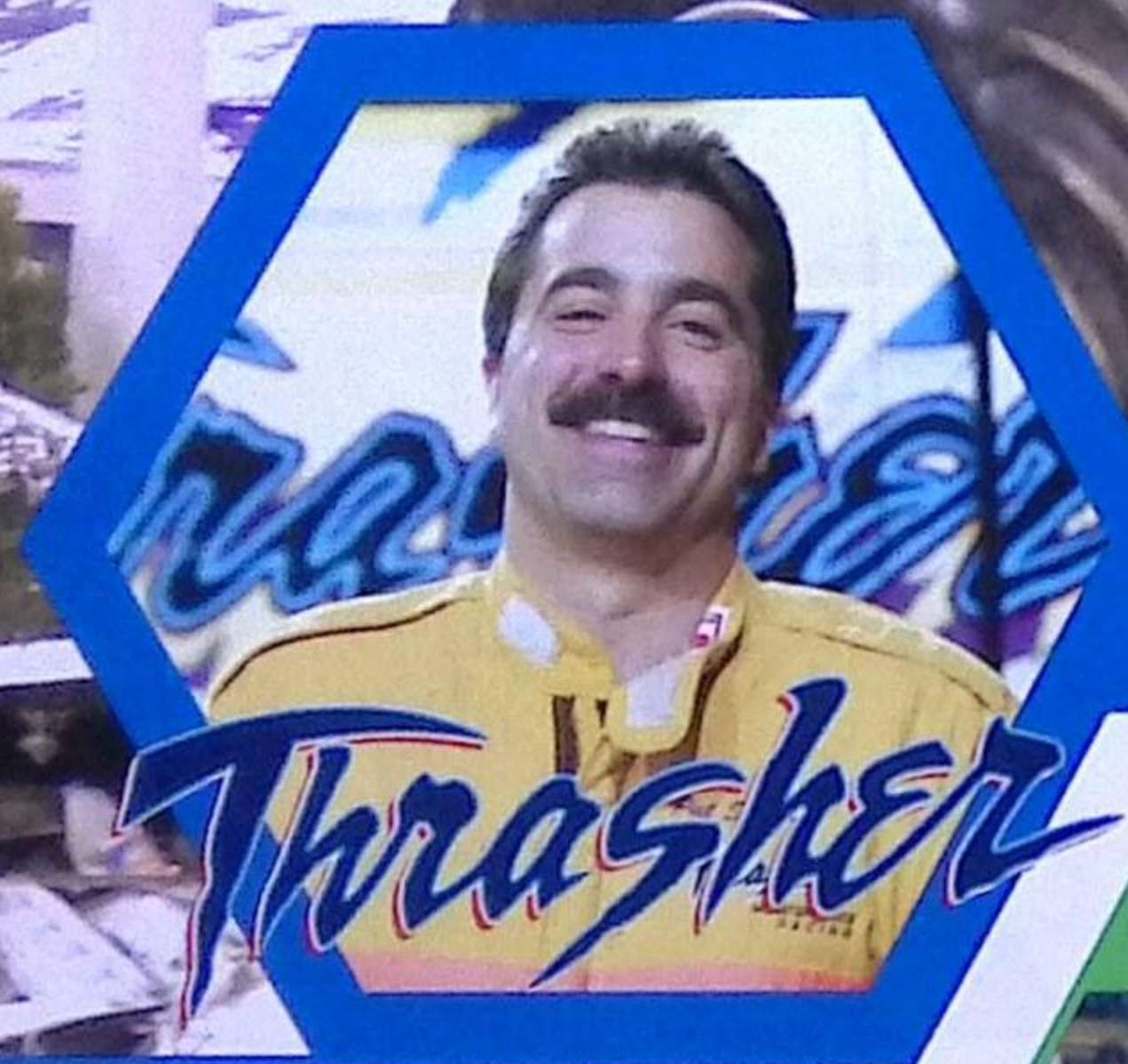
Scarlet BANDIT



DRIVER: PAT GERBER
HOMETOWN: BAKERSFIELD, CA
BODY TYPE: 2000 CUSTOM CHEVY

SHOCKER





DRIVER: PAT SUMMA
HOMETOWN: DANBURY, CT
BODY TYPE: 2000 FORD F-150

DRIVER: PAUL COHEN
HOMETOWN: HAMPTON, VA
BODY TYPE: 2004 HARD TOP REPTILE



TEENAGE MUTANT NINJA
TURTLES



DRIVER: BRANDON HARRINGTON
HOMETOWN: WADESBORO, NC
BODY TYPE: 1954 CORVETTE



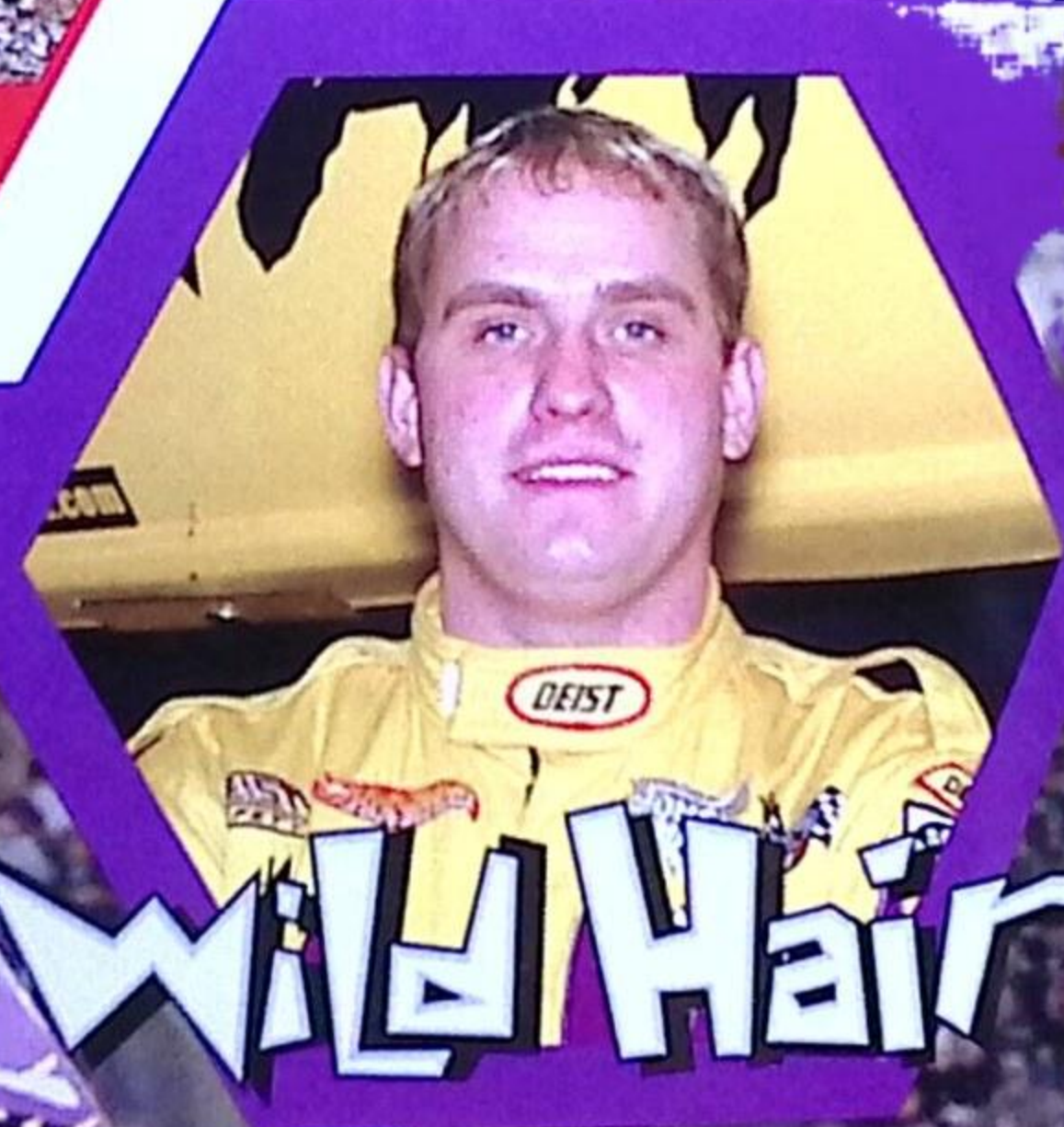
DRIVER: BRIAN CHRISTENSEN
HOMETOWN: ALBUQUERQUE, NM
BODY TYPE: 2001 FORD F-150

TUFF E' NUFF





DRIVER: RANDY MOORE
HOMETOWN: BRISTOL, TN
BODY TYPE: 1941 WILLYS



DRIVER: JASON WITTE
HOMETOWN: WASHINGTON, MO
BODY TYPE: 2003 CHEVY SILVERADO

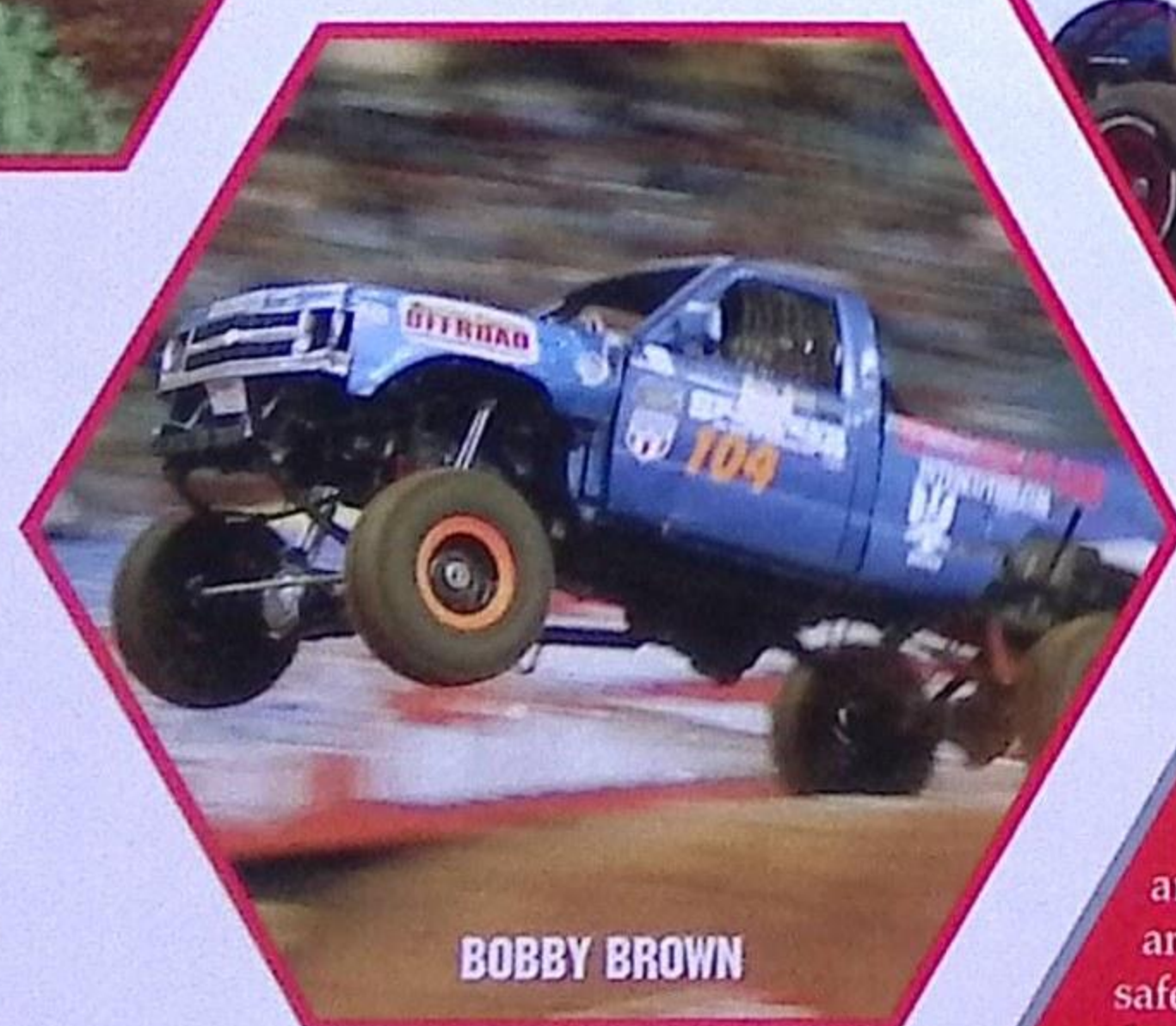


TOP: CANNON LADY
ABOVE: STEVE DIRENZO'S FIRE FALL
LEFT: MOTORCYCLE STUNT SHOW
RIGHT: ROLLOVER CAR STUNT SHOW

THRILL ACTS

Joey Deane
#102
Bobby Brown

JEFF DEDICK
2003 PRO TRUCKS
SERIES CHAMPION



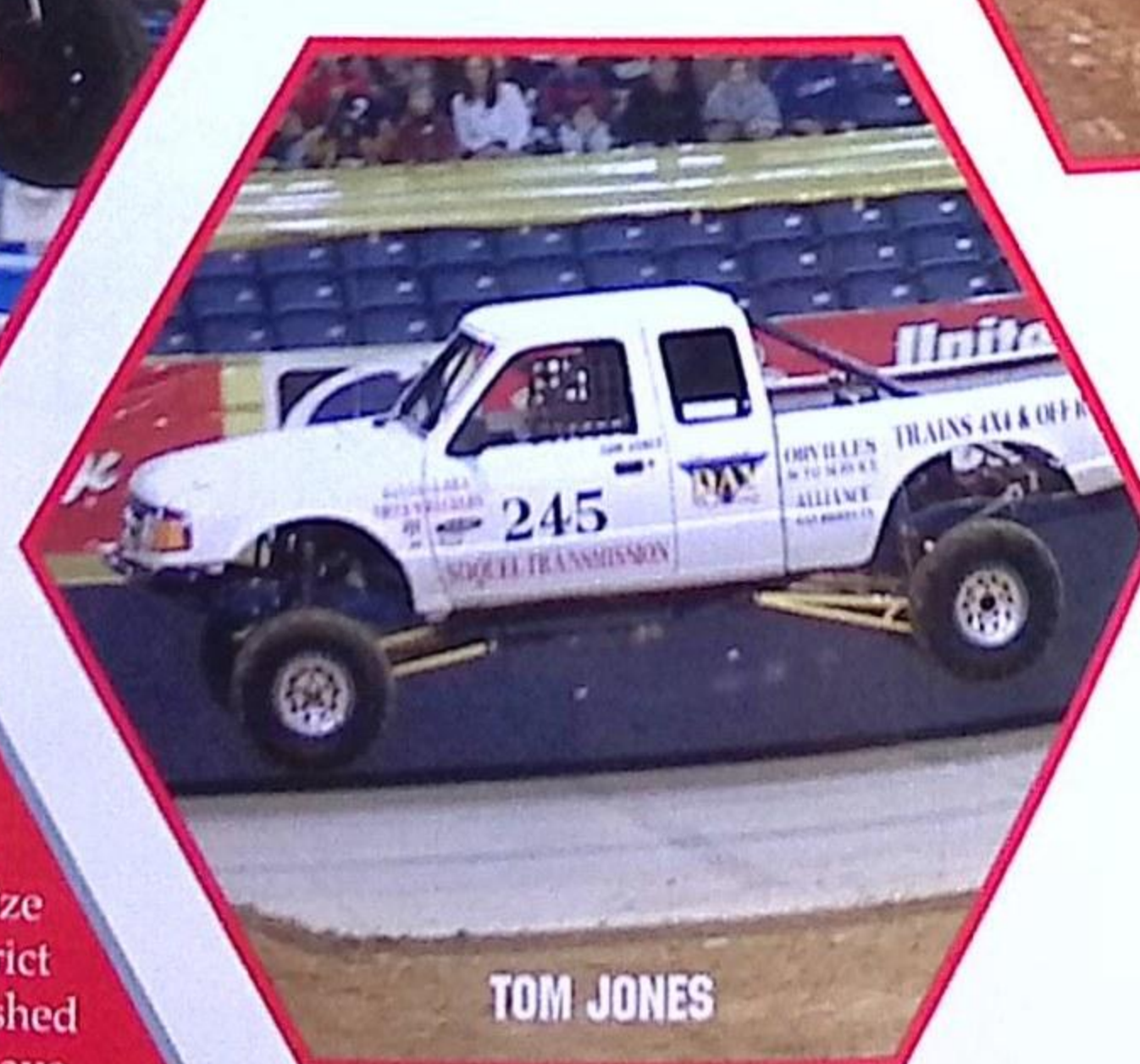
BOBBY BROWN



ROSS RUGG

PRO TRUCKS

Pro Arena/Pro Stadium race trucks are competition vehicles that vary in size and by manufacturer. All must meet strict safety and technical standards as established by the USHRA. These trucks typically have modified engines that can produce up to 600 horsepower! They also have a variety of suspension modifications, but maintain a stock body appearance. Depending on the event, each truck will race up to four times, vying for coveted series points. At season's end, the racers with the most points go on to the Pro Truck Finals.



TOM JONES

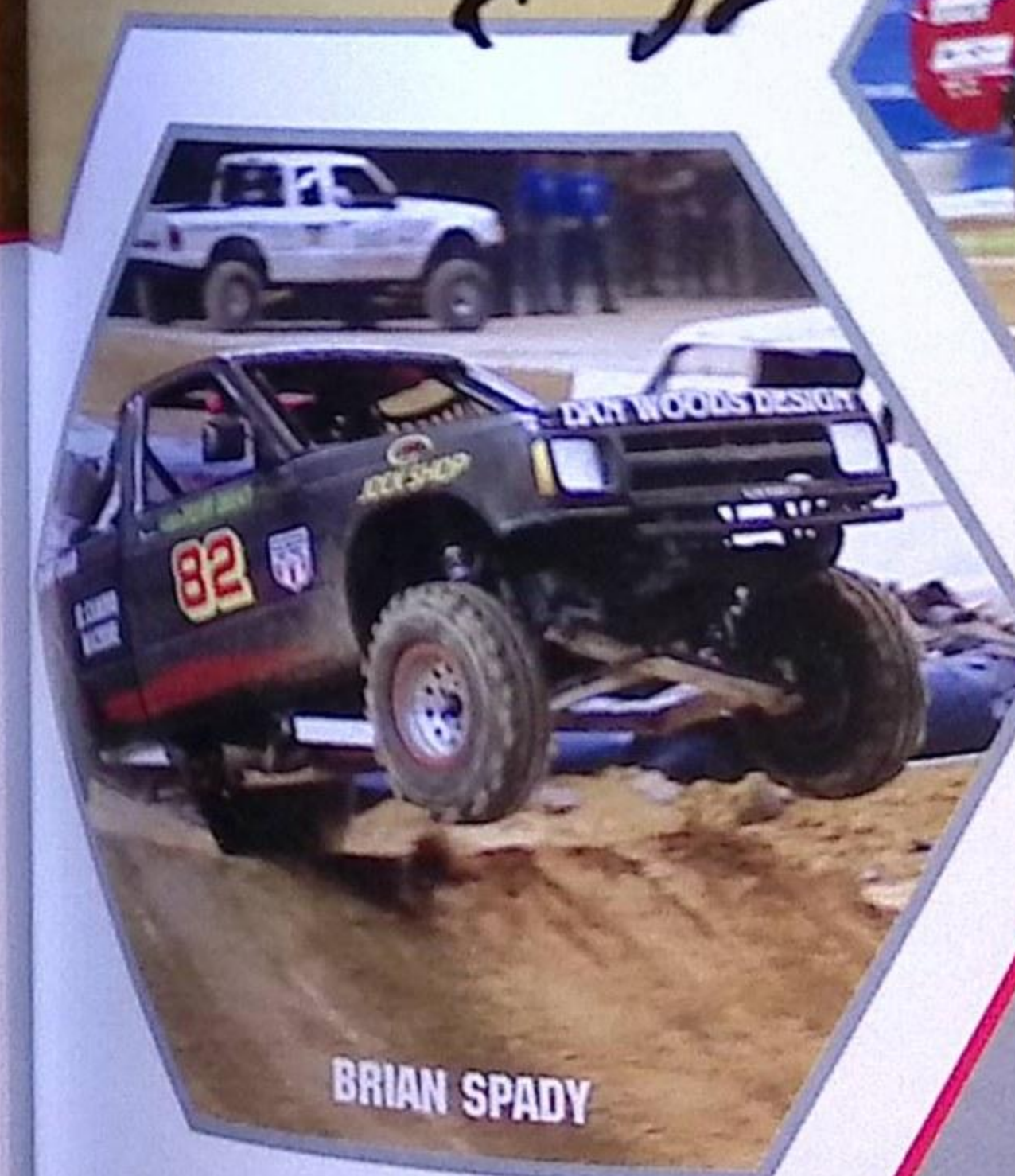


ON
THE
EDGE
#32

THOMAS RAY WHITE
2003 PRO TRUCKS
SERIES RUNNER-UP



CHRIS MCCOY



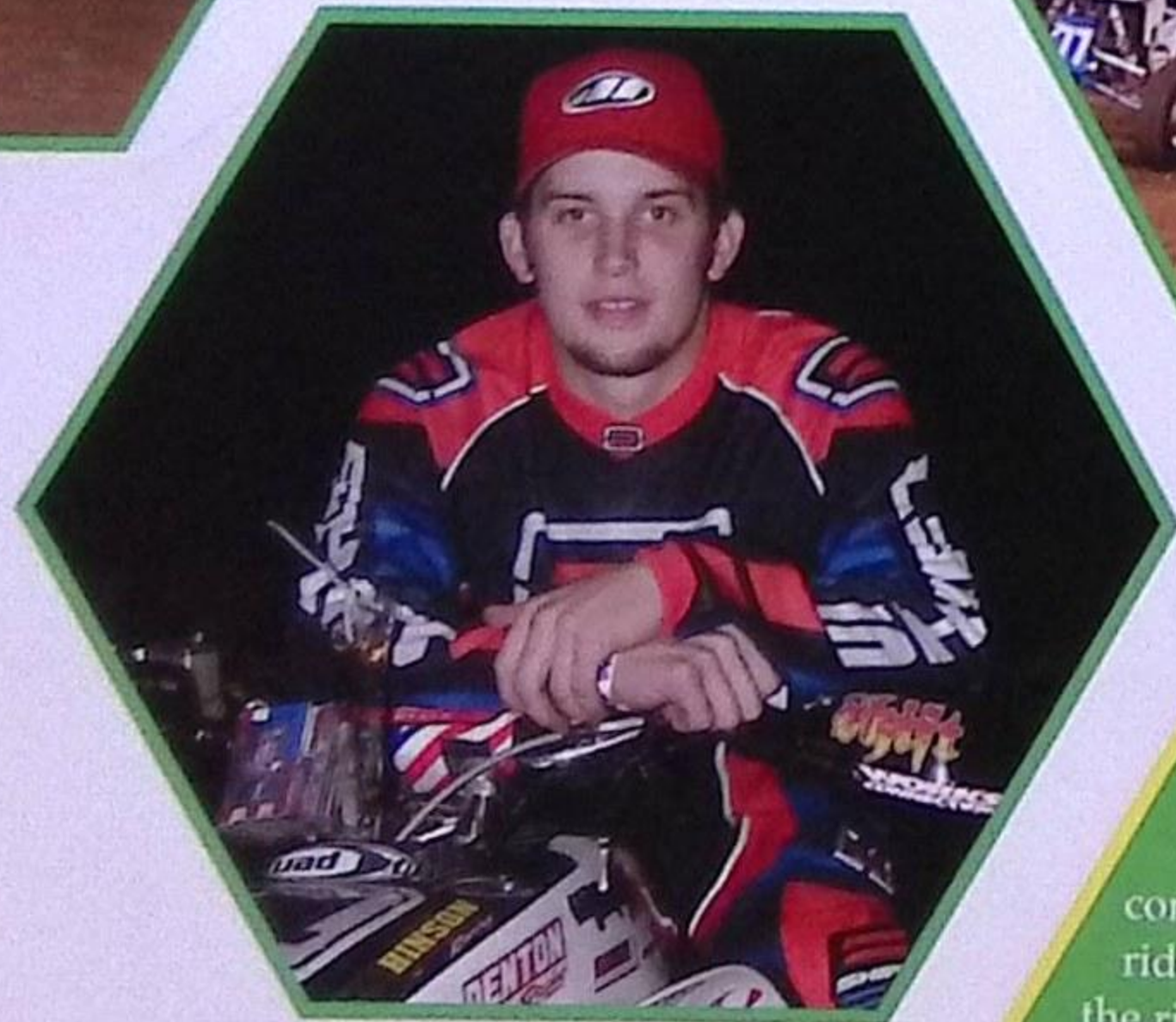
BRIAN SPADY



CHRIS LUDFORD

PRO TRUCKS 2003 TOP 12 POINTS FINISHERS

- 1) Jeff Dedick - 6471 pts.
- 2) Thomas Ray White - 4647 pts.
- 3) Bobby Brown - 3768 pts.
- 4) Ross Rugg - 3350 pts.
- 5) Tom Jones - 2998 pts.
- 6) Brian Spady - 2801 pts.
- 7) Chris McCoy - 2650 pts.
- 8) Chris Ludford - 2300 pts.
- 9) John Jungblutt - 2244 pts.
- 10) Rick Armbrust - 2225 pts.
- 11) Gator Simms - 2194 pts.
- 12) Darren Frye - 2116 pts.



2003 CHAMPION DANA CREECH



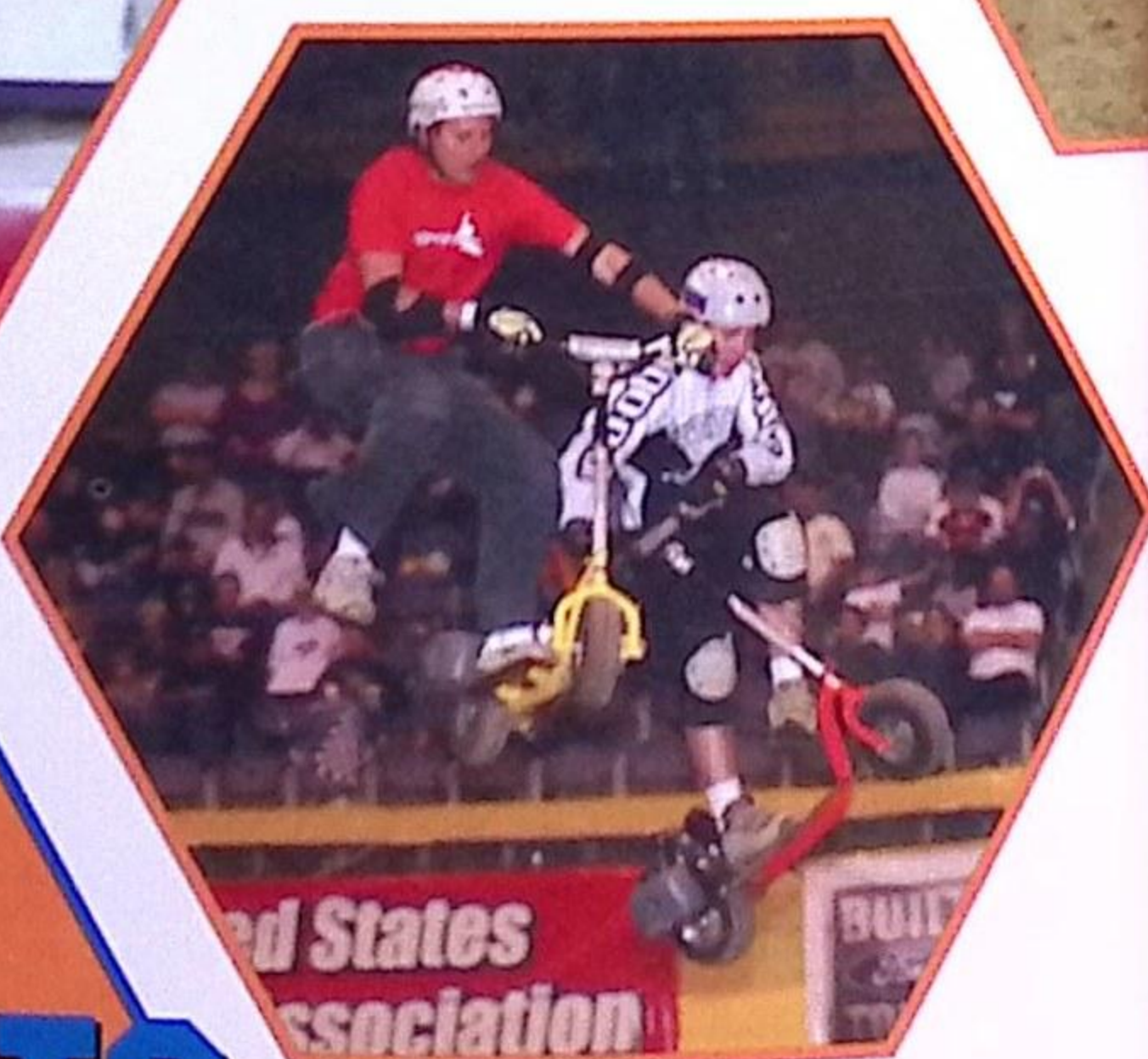
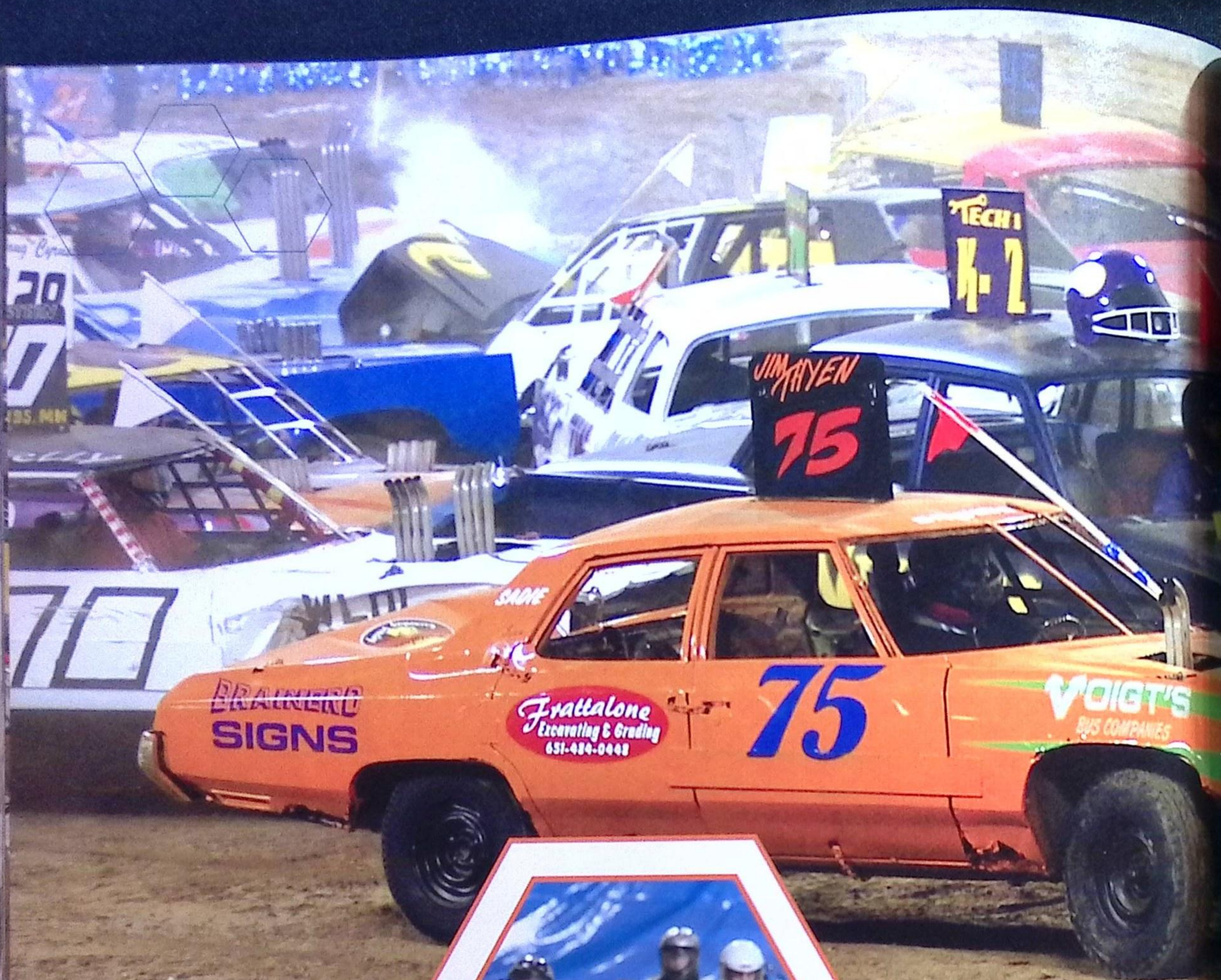
PRO QUADS

The Formula USA sanctioned Pro Quad Championship Series is comprised of top professional and amateur riders from around the world. On race day, the riders participate in a number of qualifying heat races in hopes of making it to the main event. A good finish ensures a piece of the cash purse and valuable points toward the series title. In 2003, Dana Creech dethroned four-time champion Tim Farr. These two great competitors will have to compete at the highest level to repeat as champion in this crowded field of talented riders.



QUAD WARS

Quad Wars is a season-long battle between teams of the greatest ATV riders representing different cities across the nation. The two best teams travel to Las Vegas for the World Finals. The journey can sometimes lead to conflicts and controversy, which only adds fuel to already heated rivalries. Some of the captains leading their teams into battle are Todd Atherton, Mike Bell, Rob Brown, Hank De Hart, Randy Dinkins, Nic Granlund, Tim Kasper, Bobby Parr, Keith Pyers, PJ Pyrras, and Mark Rudek.

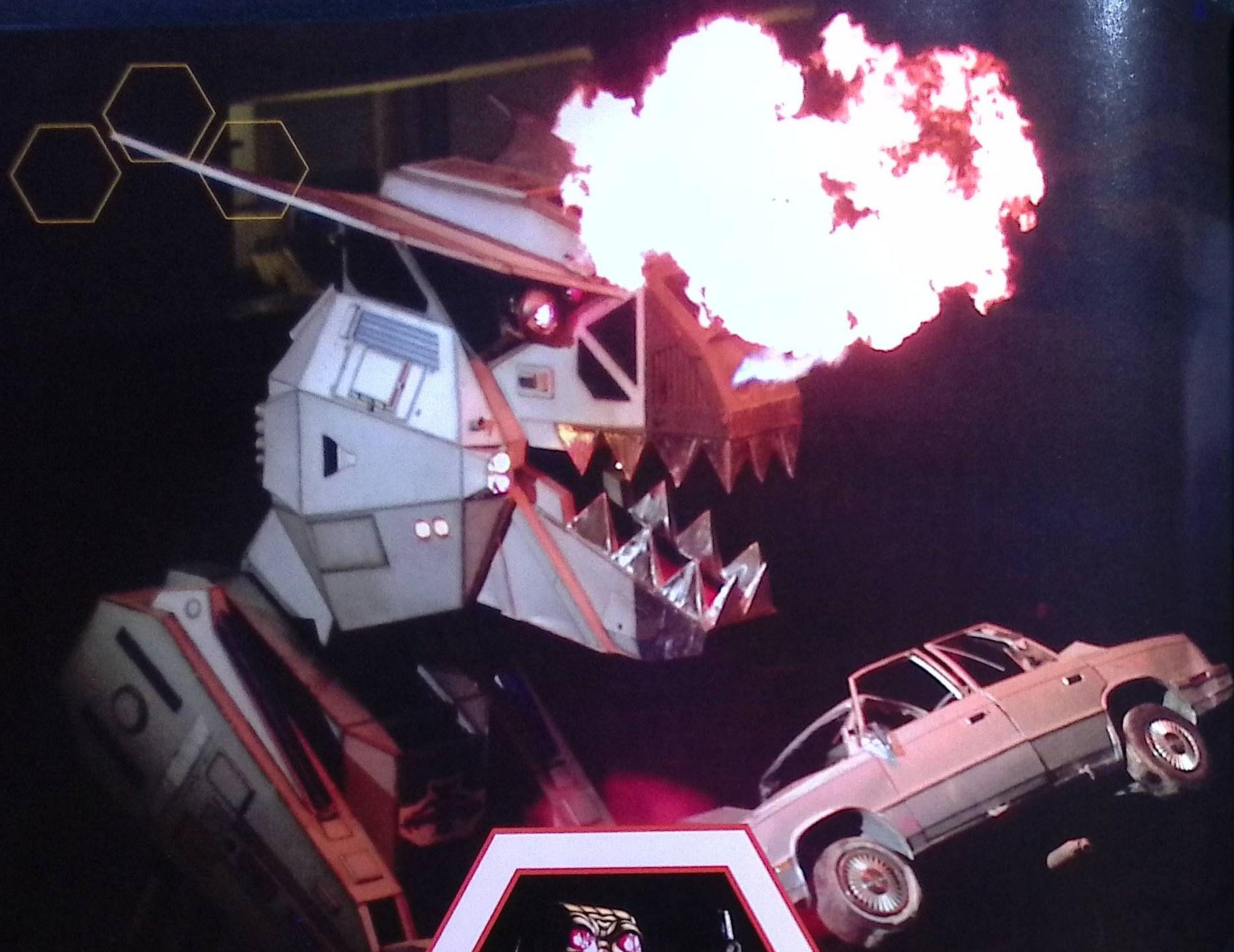


TOP: DEMOLITION DERBY
 ABOVE: SHIFTERS
 LEFT: HARLEY DRAGS
 RIGHT: GOPEDS

THRILL ACTS



HOT ROD THE CLOWN



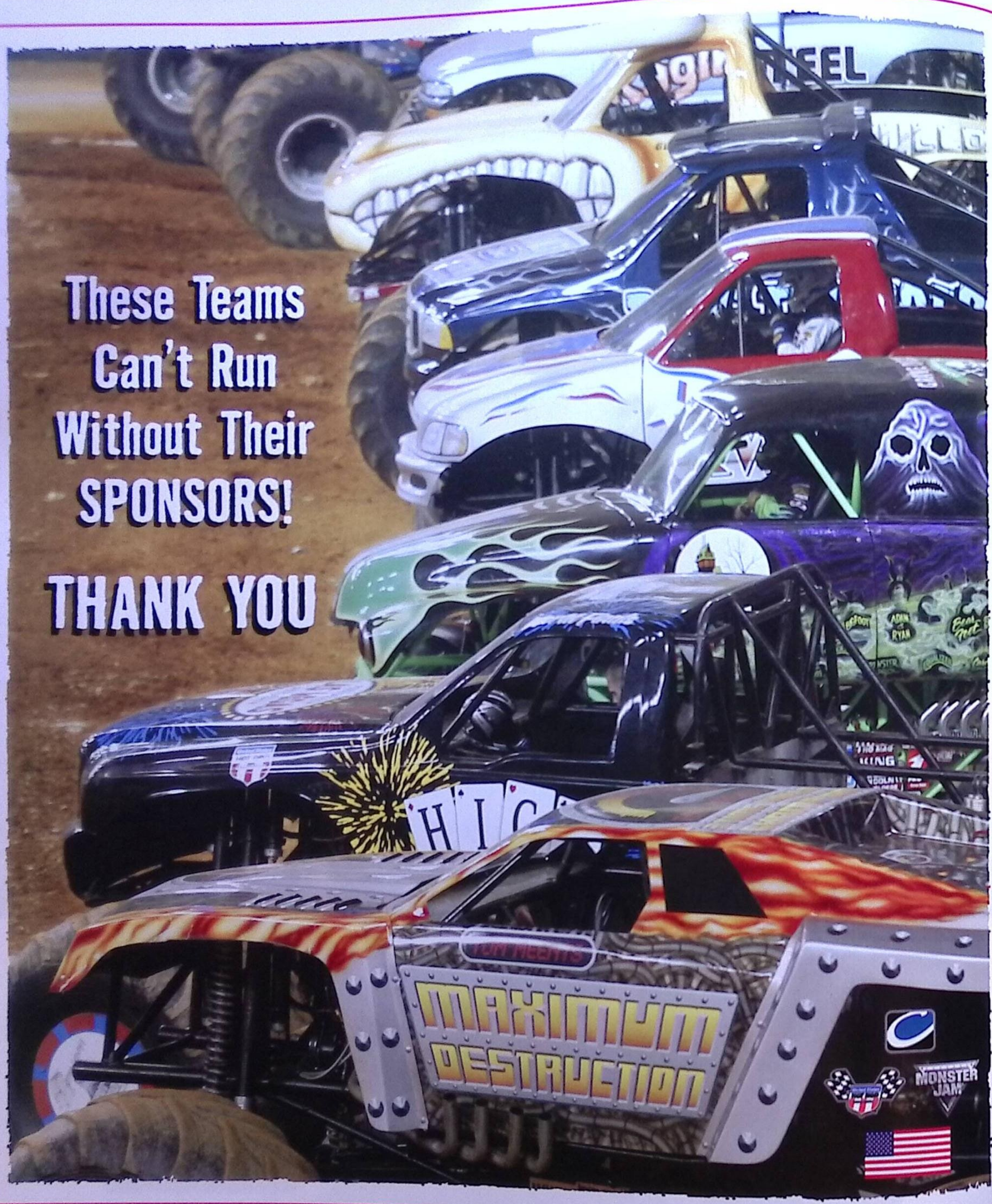
TOP: ROBOSAURUS
ABOVE: MEGASAURUS
LEFT: TRANSAURUS
RIGHT: REPTAR

TRANSFORMERS



FREESTYLE MOTOCROSS

Freestyle Motocross, or FMX, is one of the fastest growing motor sports on the planet. With gravity defying tricks such as the cliffhanger, heel clicker, the kiss-of-death, and superman seat grab, nobody can guess what these guys will be doing next. The competition at a Monster Jam consists of two to three rounds with the audience choosing through applause who advances to the next round. The louder you cheer, the bigger they go. If you think you have what it takes to be an FMX rider, email johnnyfmx@aol.com.



These Teams
Can't Run
Without Their
SPONSORS!
THANK YOU



MONSTER
JAM
COMICS
#1
JAN. 2004

GRAVE DIGGER

FEATURING THE
POWERFUL ORIGIN OF
GRIM

SEE YOUR FAVORITE
TRUCK IN ITS FIRST
LIVE ACTION
COMIC BOOK!



BY NEIL VANDENBERG

THE ANTICIPATION IS HIGH IN THE LAS VEGAS STADIUM AS THE FANS GET READY FOR MONSTER JAM WORLD FINALS FREESTYLE. IT IS THE MOMENT EVERYONE HAS BEEN WAITING FOR.

A HUSH FALLS OVER THE CROWD AS THE LIGHTS GO OUT.

CRIMSON LIGHTS CUT THROUGH THE DARKNESS SIGNALING THE ARRIVAL OF THE GREATEST MONSTER TRUCK IN THE WORLD...

GRAVE DIGGER

GRAVE DIGGER IGNITES THE FANS BY SPIRALING INTO A DONUT.

THE TRUCK PICKS UP SPEED AND POWERS INTO A CYCLONE.

GO GRAVE DIGGER

THE FANS SCREAM THEIR APPROVAL. THE POWER OF THE FANS STIRS SOMETHING IN GRAVE DIGGER.

FASTER AND FASTER THE TRUCK SPINS. GREEN SMOKE BILLOWS UP FROM THE GROUND.

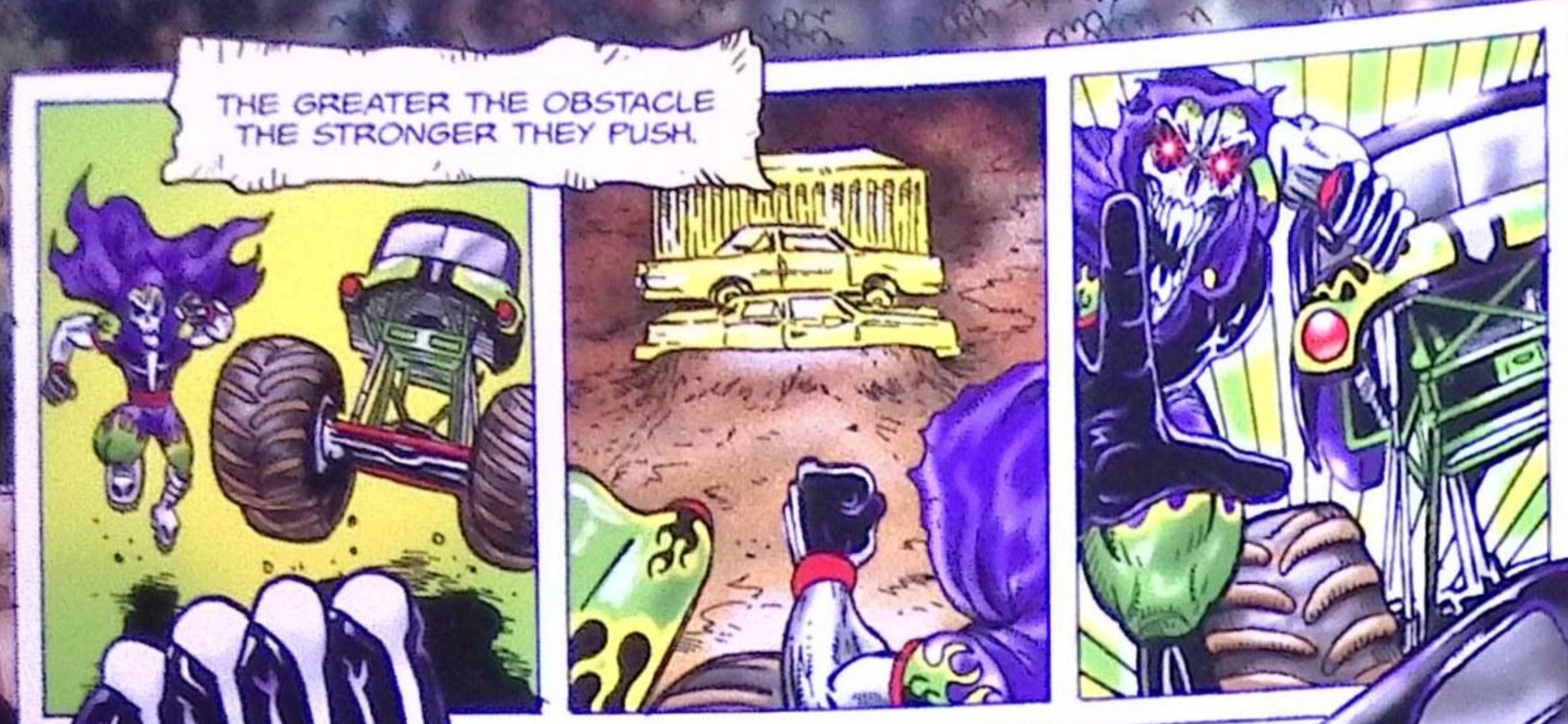
THE POWER OF GRAVE DIGGER, FUELED BY THE MONSTER JAM FANS, HAS CONJURED UP THE SPIRIT OF GRIM.

GRIM IS OFTEN UNSEEN BY THE CROWD BUT HE IS THE SPIRIT OF A CHAMPION THAT LIVES WITHIN GRAVE DIGGER. HE CHARGES ALONGSIDE THE TRUCK REACHING UNTHINKABLE SPEED.

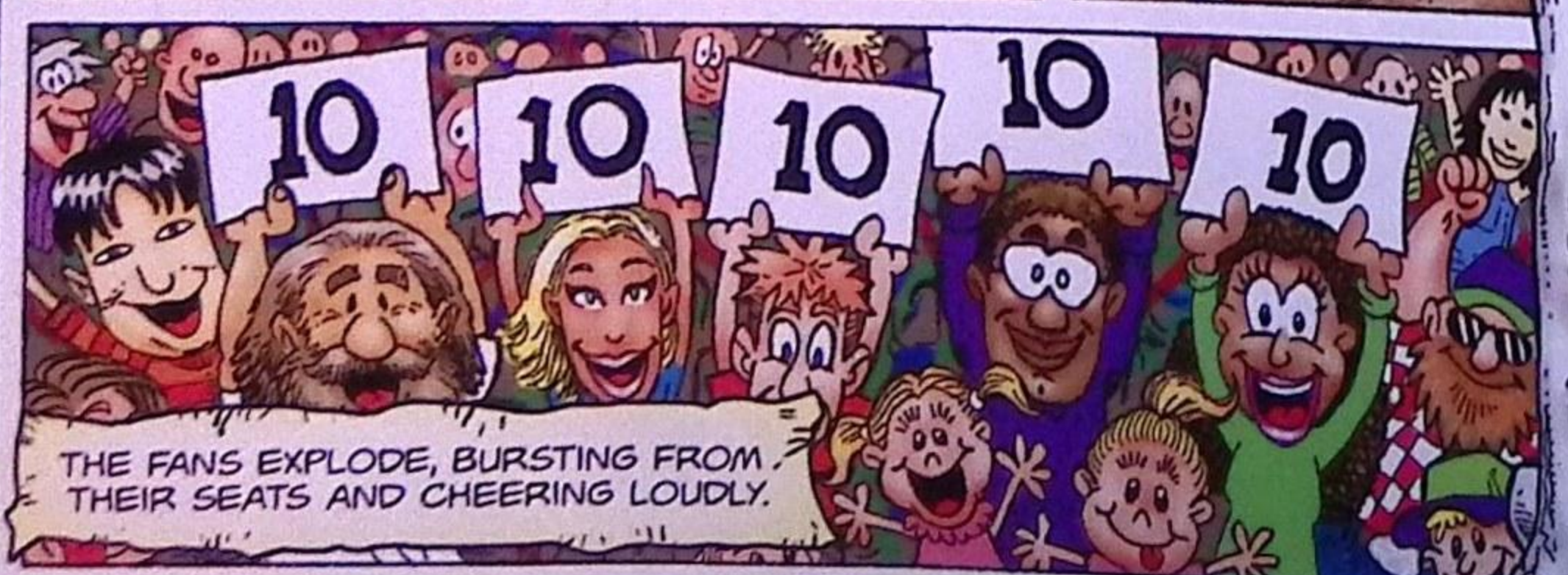
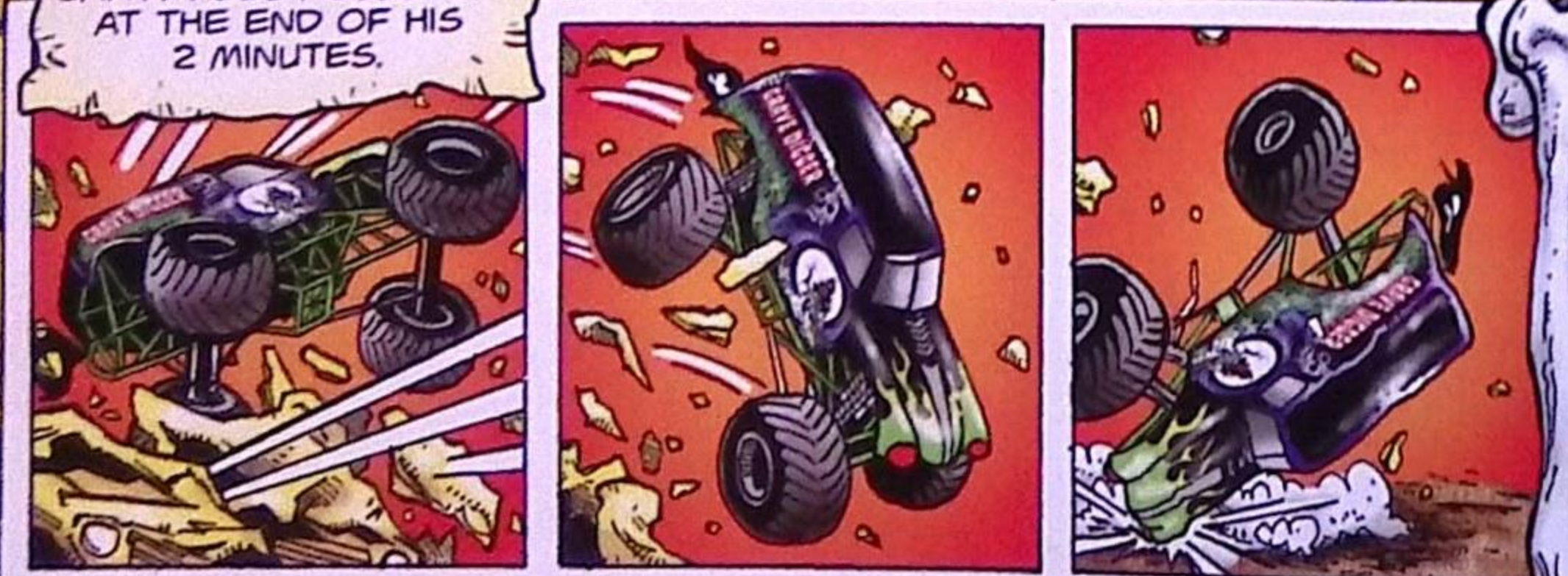
THE ENERGY THAT THE FANS GIVE POWERS GRAVE DIGGER AND GRIM TO ACHIEVE UNBELIEVABLE HEIGHTS AS THEY SOAR THROUGH THE STADIUM.

NO CARS ARE A MATCH FOR THE COMBINED MIGHT OF GRAVE DIGGER AND GRIM.

CRASH



GRAVE DIGGER
ENTERS INTO A WILD
CARTWHEEL ROLLOVER
AT THE END OF HIS
2 MINUTES.



WIN A GRAVE DIGGER BLOCK PARTY!



IT COULD HAPPEN TO YOU!

How would you like to host a catered party with Grave Digger, Dennis Anderson, and 50 of your closest friends on the block? Annually, CCE - Motor Sports and the Grave Digger Monster Truck Team have given a lucky family a catered block party. In 2003, the Grave Digger Block Party took place in Lancaster, CA. The winners received a catered party for 50 people, which included Grave Digger drivers Dennis Anderson and Pablo Huffaker. Best of all, Grave Digger was parked in their driveway all afternoon.

To find out how you can win a day with Digger - and to see photos from the 2003 block party - log on to GRAVEDIGGER.com. Then follow these directions to register for the 2004 Grave Digger Block Party:

- 1) Log on to GRAVEDIGGER.com
- 2) Click on the BLOCK PARTY button
- 3) Complete the ONLINE ENTRY FORM

Certain rules and restrictions apply, such as age of contestants and employment. See the online registration form for more details. Good luck!

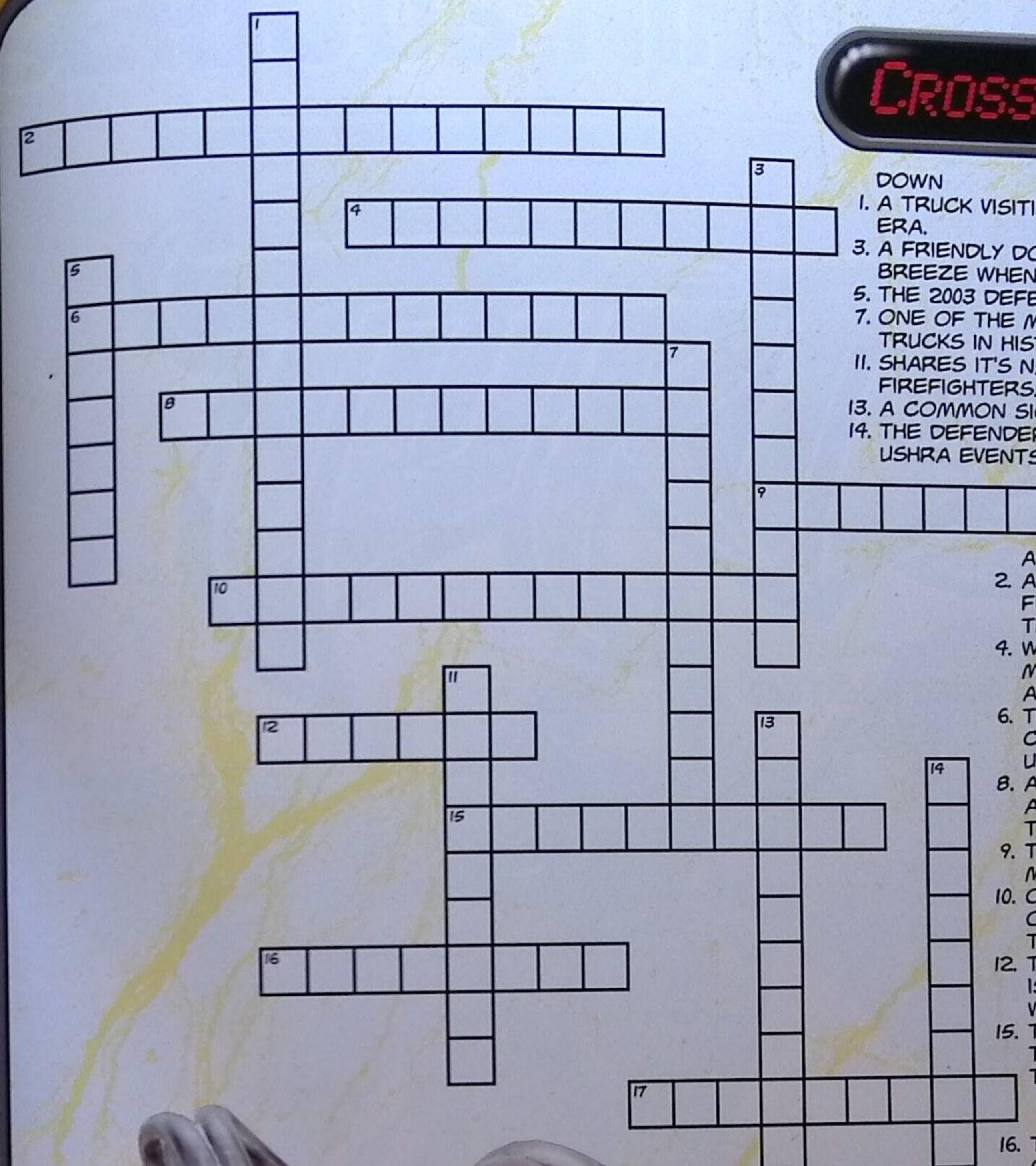
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CROSSWORD PUZZLE



- DOWN
1. A TRUCK VISITING FROM THE PREHISTORIC ERA.
 3. A FRIENDLY DOG WHOSE EARS FLAP IN THE BREEZE WHEN CRUSHING CARS.
 5. THE 2003 DEFENDING FREESTYLE CHAMPION.
 7. ONE OF THE MOST POPULAR MONSTER TRUCKS IN HISTORY.
 11. SHARES IT'S NAME WITH A MOVIE ABOUT FIREFIGHTERS.
 13. A COMMON SIGHT IN THE WILD, WILD WEST.
 14. THE DEFENDER OF ALL THINGS GOOD AT USHRA EVENTS.

- ACROSS
2. A 5-TON TRIBUTE TO OUR FIGHTING MEN AND WOMEN IN THE MILITARY.
 4. WHAT HAPPENS WHEN MONSTER TRUCKS FREESTYLE ALL OVER THE FLOOR.
 6. THIS TRUCK HAS ONE OF THE COOLEST PAINT JOBS ON THE USHRA TOUR.
 8. A HANDY PERSON TO HAVE AROUND IN THE MEDIEVAL TIMES.
 9. THE FIRST WORD IN TOM MEENTS' TRUCK'S NAME.
 10. ONE OF THE SWEETHEARTS ON THE USHRA CIRCUIT DRIVES THIS TRUCK.
 12. THE EVIL TRANSFORMER WHO IS LOOKING TO TAKE OVER THE WORLD.
 15. THIS LONE STAR LOOKING TRUCK HAILS FROM SPRING, TEXAS.
 16. THE CAT-LIKE TRUCK POUNCES ON CARS LIKE THEY ARE A MOUSE.
 17. THIS THREE-TRUCK TEAM IS BASED OUT OF MENIFEE, CA.



THE
MAX D
 KID'S ZONE

1. RGANDO YSLEAR
2. IGNAIIRV NIGTA
3. OADRRETP
4. CSRAJIUS TACAKT
5. GKNI CUKNHR
6. GRENVEA
7. NSGEIRGUNL
8. LTOEOR OCOL
9. LEASRTC ADIBTN
10. OSRYEDRET
11. ARCGTNLAO
12. UXIAMMM NRETSUCITOD
13. NRIO IWRRAO
14. ELLITT TERGI
15. IRAORBNE ANGERR
16. SOTEMRN TTMU
17. ACFADKTRB
18. OBOINSESS
19. RPARET
20. VAERG EIRGDG
21. FUFT E FUNF

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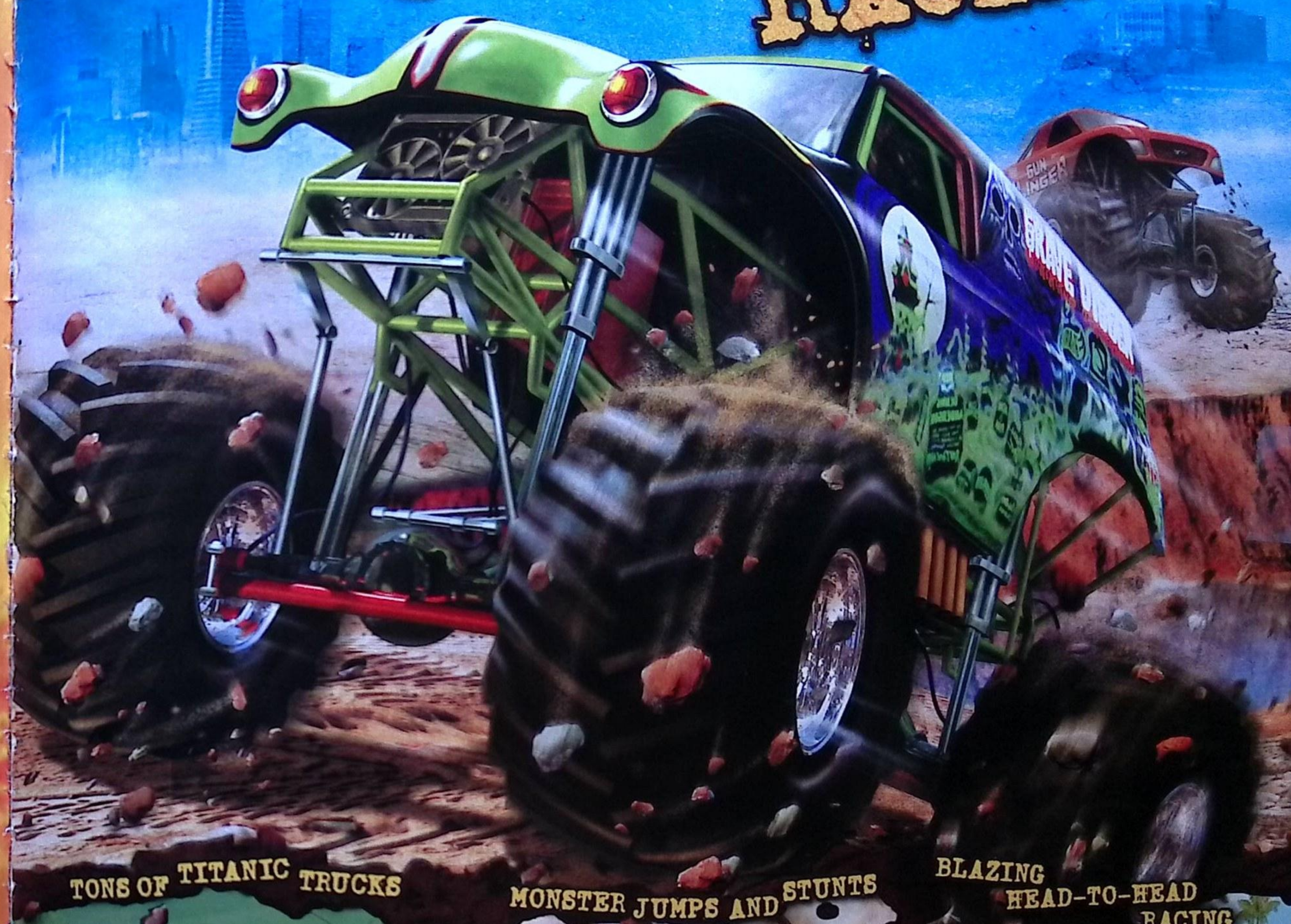
*Check local listings - some markets may vary





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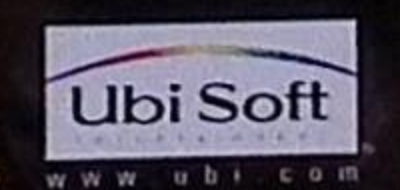
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